

Southern-Pacific Bulletin

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The Bulletin

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Cover Illustration

THE famous sequoia sempervirens, called by the Spanish "Palo Alto" or high tree and from which the city of Palo Alto takes its name, as mentioned in article on page 16, is the subject for this month's Bulletin cover illustration. Southern Pacific train No. 38 is shown crossing San Francisco creek.

Originally there were two of these great trees standing side by side on the valley floor 33 miles south of San Francisco. They were known to the Padres as "Palos Colorados" or red trees and on a clear day could be seen from San Jose and Rincon

Hill, San Francisco, towering above the live oaks and serving as land marks for travelers between Mission Dolores and Mission Santa Clara.

Senator Stanford named his farm and his famous race horse "Palo Alto."

In 1886 one tree was washed away by the San Francisco Creek. The remaining tree has been secured by a concrete bulwark. It measures 162 feet in height and 28 feet in circumference.

The photograph on the cover was taken by F. G. Davis of the Company's Duplicating Bureau.

Home Owning Pays In Money and Happiness

Southern Pacific Employees Tell Their Experience in Interesting Articles Designed to Help Fellow Workers Be Their Own Landlords

SOUTHERN PACIFIC home owners fairly flooded the Bulletin with their response to the request made last month for articles that would be helpful to other employees who are thinking of building or buying. The articles received not only carry many practical hints to prospective home owners but they comprise a series of intensely interesting human documents. Nearly every home owner who wrote to the Bulletin added to the definite suggestions he submitted a line or two outlining his own personal philosophy with respect to home owning.

The writers of these articles are unanimous and enthusiastic in their opinion that home owning pays—that it pays financially through saving of rent and providing an incentive for thrift; that it pays in health to the home owner who finds in his yard and garden a place for wholesome exercise; and that it pays in overwhelming good measure in happiness and contentment.

Follow this series through, and if you have anything to add to it out of your own experience, let us hear from you. The first articles received are printed below.

HOME, JOB, GOOD HEALTH MAKE ANY MAN RICH

By T. H. HOLMES
Master, Steamer Melrose

THE struggle to get my own home was a long hard struggle, but at the same time a happy one. Ever since I married it was my ambition to own my own home. I never felt the sting of poverty as much as when in the first year of married life I moved from place to place and saw all my belongings on a one-horse express wagon.

The first hundred dollars my wife and I—for we were both working—managed to save up we put into a lot in Alameda, and before the lot was fully paid, we made a loan from private parties and built a home.

It was a grand and glorious feeling to move into our own home where no landlord could dictate and where whatever work we did, we did it for our own selves.

To meet payments that came due every three months was a struggle that required a great deal of self denial and worry; but the feeling of pride and satisfaction after each payment made up for it all.

Then came the last and final payment—the home is ours, and this brought happiness and contentment.

A man who owns a home and has a job and good health is not a poor man.

Owning your own home makes you feel that you have an interest in the community where you live.

It cures homesickness in the foreign born, and it makes all better Americans.

BUILD HOME YOURSELF AND FIND HEALTH THEREBY

By F. S. CASE
Agent, Gage, N. M.

I CAME to Gage, N. M., August 1, 1912, and about January 1, 1913, located homestead adjacent to station. I built a couple of small buildings and in 1915 decided to put up a home for myself and wife.

I planned a five room house 36x42 feet and had adobes made by a Mex-

ican. With assistance of my brother-in-law, did the balance of the work ourselves. Needless to say there was some very heavy work, such as mixing cement for foundation. The adobes were 12x18 1/2 inches consequently were very heavy.

I was at that time working in an office from 7 a. m. to 7 p. m., which made it necessary for me to start working on my house as soon as it was daylight in the morning, and in the evening worked until dark. In fact a considerable amount of the work was done by lamp light.

We were all busy and when the home was completed I had health and strength as well as a good comfortable home and we all enjoyed the work although at times we were tired and worn out. I think if all office men would get out and hustle making a home they would enjoy much better health and be proud to tell of the home they had builded.

ONLY a limited number of the articles and photographs on home building received from Southern Pacific employees are printed in this issue. Others will follow in subsequent numbers.

We plan to continue this series for a number of months and ask other home owners among employees to submit brief articles written in a clear, straight forward way for publication in the Bulletin. We want definite suggestions you think will be helpful and we want brief account of those features of your experience in acquiring a home that will be of real interest to the other employees.

OWNING HOME ESTABLISHES CREDIT IN COMMUNITY

By J. B. EGAN
Division Accountant, Oakland

AFTER paying an exorbitant rent each month for the privilege of living in three small unfurnished rooms, in one of Oakland's most exclusive apartment houses, I decided that the landlords were getting wealthy a little too fast, therefore about one year ago, I acquired my home, located in the beautiful hills of fair Berkeley.

From the front porch of my bungalow, I have a beautiful marine view, of the Golden Gate, the city and bay. San Francisco, as well as surrounding country, and for this privilege alone I would prefer owning a home, than live in an apartment house which is located in the heart of the city.

The foremost thoughts, which occur to me in buying a home, are 1st—make a good substantial payment down and the balance can be paid at different times without encountering a great deal of difficulty; 2nd—select your home in a good location, so you can dispose of same if you so desire and 3rd—buy a well built and nice appearing house, which you will always be proud of.

Owning a home establishes one's credit in the community in which he resides, also by owning property one becomes interested in the civic affairs of the city.

My recommendations to an ambitious couple, are, if they wish to get ahead, purchase a nice home and be happy ever after.

BUILD WHILE YOUNG AND YOU CAN BEAR COST

By LEWIS ROSS
Time Keeper, Oakland Pier

THE actuating motive in purchasing a home is not the investment feature, but sincere desire to own one's roof over one's head. The first step in the purchase of a home is the hiring of an attorney to represent you. If this is done and his advice obeyed to the letter, you

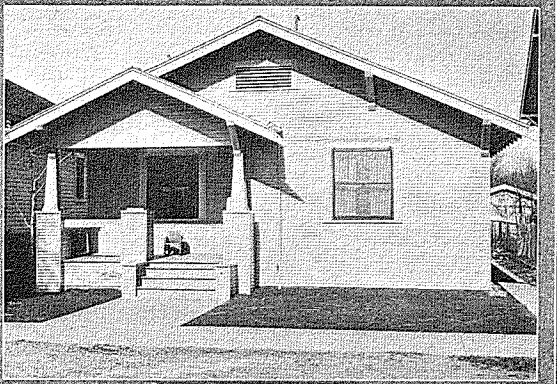
S. P. FOLKS IN THESE HOMES PAY NO RENT



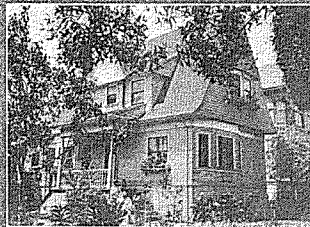
E.H. OLSON, Albany, Calif.



L. REYNOLDS, Tucson, Ariz.



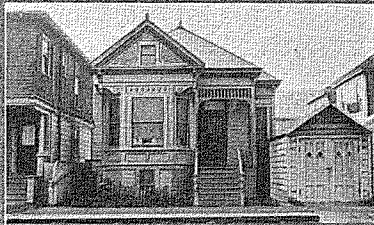
A.A. WICHERT, Sacramento, Calif.



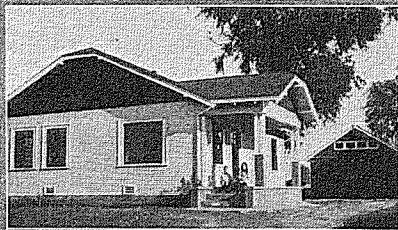
H.H. HOLMES, Alameda, Calif.



J.B. EGAN, Berkeley, Calif.



J.H. MATLEAN, Oakland, Calif.



JOS. JOHNSON, Sacramento, Calif.

will have no trouble either at the time of purchase or on the way.

Should you purchase a home, either already built, or have same built for you, there are several features of major importance. If house is already built your attorney will probably refer you to a competent man to appraise same for you, while if you are having house built for you, your attorney will probably refer you to an honest efficient architect.

I have a few suggestions, which might better be termed prejudices—I don't care for a cement house, because they are not in my opinion as efficient as a wood exterior. For some reason very few houses contain an efficient fire place. I have both bought already built and bought and built myself. In both cases had to tear out fire place and have same rebuilt.

The second important consideration in home purchasing is the economic feature.

In your youth your earning power is greater than it will be in old age. Therefore the financial burden of paying for your home will fall on you during your youth, and in your old age whatever problems may confront you, rent paying will not be one of them.

"PAY-LIKE-RENT" PLAN HELD CONVENIENT WAY

By E. H. OLSON
Gen'l Passenger Dept., San Francisco.

I AM buying a home on the "pay-like-rent" plan; i. e., an initial payment of several hundred dollars, balance in monthly payments like rent. I hold the deed and have returned a deed-of-trust for the mortgage.

While this plan might seem to entail a little additional hardship, in that I must pay insurance and taxes, in reality it is not so, because the monthly payments are lower than the rent I would be required to pay for a similar place if I were not buying it—and in a few years I will not be making monthly payments.

We "discovered" this place before it was completed, so we know how it is constructed, and the kind of materials that went into it. The builder went over it with us and explained at length with the aid of blue-prints just how it was to be finished. Payment of \$100 secured an option on the place, and on completion this amount was applied to the initial payment. When the time came for painting and papering, we were consulted as to this feature and picked out our own wall paper, and in the same manner were permitted to select the electric fixtures.

I believe it is usually more satisfactory to build than to buy ready built, but where this is not possible on account of lack of capital I can think of no better plan for acquiring a home that will be satisfactory in every way than that outlined above.

HOME IN LAND OF ROSES, SUN AND STAR SHINE

By LAWRENCE REYNOLDS
Machinist Helper, Tucson

I TRAVELED 2700 miles over great tree and farm lands of the North, over vast prairies of the Middle West, over canyons and desert wastes of Arizona and New Mexico. A ride of four days and four nights brought me to this land of perpetual sunshine and star shine with no discomfort, but pleasure instead on the journey, thanks to the wonderful system of these great railroad companies.

When I came to my uncle's home on 1347 South Fifth Ave., Tucson, I was struck by the beauty of this western home—roses growing from the ground to and on the roof, a mass of trees and violets around the walls of the house; tall bamboo in the rear.

As I lay on my cot at night, under the Rose Arbor, I could see each little star twinkle at night. I thought: "This land for mine for all the time." I had a long talk with my uncle. We came to an agreement and now this little paradise is mine. I have not and know that I never will regret having a home in the beautiful town of Tucson, Ariz.

Any fellow working man is welcome to call here, any hour the sun shines by day or stars shine at night, for no other was ever seen, they tell me, in Tucson, Ariz.

I have a great Amazon parrot that sees and greets me a mile away, it

seems, by "Hello!" To others he holds a greeting in Spanish. Also, he has a little dog and a fine flock of chickens. At my home in N. Y. they have five feet of snow on level, drifted and blocked highways, cold and discomfort. Here you and I find the opposite.

OWNING HOME ENABLES HIM TO BUY S. P. STOCK

By MICHAEL J. BANKS
Switchman, Roseville Yards

IN August 1, 1907 I got a job on the Sacramento Division and was assigned to work in the Roseville yards just building at that time. October 1, 1908 our family, a wife and nine children of ages ranging from the eldest of 18 years to the baby of a year old, made the trip overland from Boston, Mass., to make the new start in California. We were poor, had nothing, but faith and courage that California was good enough to settle in, and determined right from the start to make every effort to benefit by the move to the Golden West.

Houses were scarce then, and we felt fortunate to be able to rent a small place at \$17 per month. Within a short time, not two full months after we got settled here, the owner of the place was showing off the property to a prospective buyer. This caused us to do some thinking how to act if the roof was sold over our heads, and where we could possibly find a place before the winter and the rains overtook us. We sought the owner of the property, who frankly admitted he was trying to sell it over our heads, but as yet had not closed the deal.

"Will you sell it to me?" I asked. "Yes," he replied, "if you will pay the price of \$1,200."

We had no capital, were strangers in a new place, but the Southern Pacific Company furnished a job and a deal was made. A contract drawn that we should pay not less than \$20 monthly on the principal, besides interest at 6 per cent on the balance of eleven hundred and eighty (1180) dollars that was our debt to start in with. When the contract was signed, we felt more secure; were sure of a home for the first winter of our stay.

The first year we lived up to the contract of \$20 monthly.

Then came the big encouragement of something to work for, larger payments were made, and in less than three years we had the debt cleared off and actually owned our own home in California. The biggest and worst struggle was over practically and in the short space allotted it would not be possible to enumerate all the benefits direct and indirect that we have enjoyed as a result of the first sacrifices made for a home.

Not faced with a rent problem, we were able to subscribe to every issue of the Liberty Loan bonds, also the War Savings Stamps, and right down

High Lights In Articles On Owning Homes

Following epigrams taken from employees' articles on home owning printed in this issue represent the results of their experience in actual home building and buying:

"A MAN who owns a home and has a job and good health is not a poor man."

"When the house was completed I had health and strength as well as a good comfortable home."

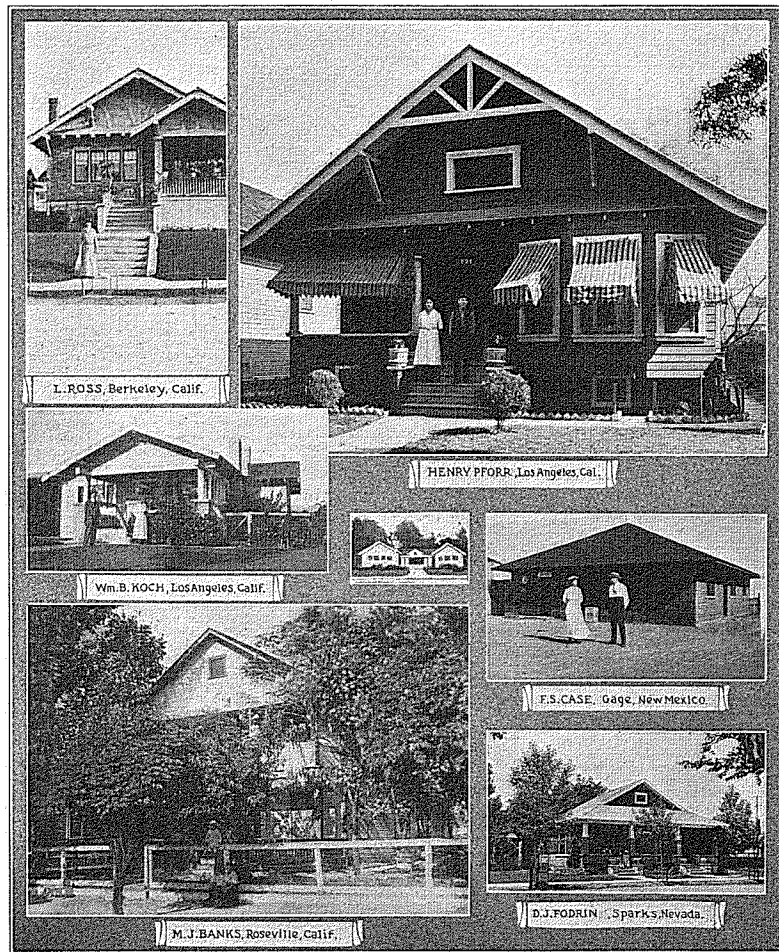
"Because of permanency of employment, remuneration received and high standard of railroad employees they are better fitted to own their own homes than any other class."

"If the financial burden of home buying falls on you in youth, no matter what problems confront you in old age, rent paying will not be one of them."

"Owning a home establishes one's credit in the community in which he resides."

"If it is but a small roof over your head, you have the satisfaction that no one can tell you to move."

THESE THE RESULT OF CAREFUL PLANNING



to the present month this advantage is apparent from the fact that I am subscribing for five shares of Southern Pacific stock through the Company's method of monthly deductions from earnings, which would not be so easy if rent had to be paid. Through the courtesy of the Southern Pacific management we were enabled to take a trip back to Boston, Mass., in June, 1922.

This remarkable progress of raising a large family and owning a home in such a short space of time, compared with more than 20 years of hard work in the East and nothing gained, has led our friends to watch for the time when Tourist tickets will be available to visit wonderful California and see for themselves how it is possible that a working man can support a family in comfort, and own a home if he tries, by the simple process of sticking to a job, and that job to be just one "of the very many employees of the Southern Pacific Company."

RIGGING SAW ON HIS AUTO HELPED HOUSE BUILDER

By JOSEPH JOHNSON
Gang Foreman, Sacramento Copper Shop

MY HOME, 909 43rd St., Sacramento, was built by my own labor, including cement work, carpenter work, plumbing and electric wiring. In the building of two chimneys the work was hired.

Plaster & lath.... \$316.00 lab. & mat.
Hardwood floors 22x5.00
Paper hanging .. 10.00 labor only
Labor helping me on cement work (there is cellar under house 10x22 all cemented) .. 80.00

My labor, 1200 hours, extended over 300 days. I had a schedule of 2 hours from 5 to 7 a. m. and from 6:30 to 8:30 p. m. If I lost any time on this schedule I made it up on Sundays.

My wife painted the house in and out with exception of roof which I painted. Her time was 200 hours.

Considerable time and hard labor was saved by rigging up 12-inch circular saw driven by my Reo automobile. Estimate I saved \$2,000 by doing the work myself. Besides I gained valuable experience.

Anyone who wishes further information may write and I will gladly tell him more of my experience.

BUILDING AND LOAN STOCK MADE HOME POSSIBLE

By D. J. FODRIN
Agent, Sparks, Nevada

WHILE living in a rented cottage for which we paid in rent approximately the sum of \$1,700.00, we, the good wife and I, conceived the idea of applying this rent money towards a home of our own.

Our dream of a modern cosy home was realized through the medium of Building and Loan Stock purchased from a well known Western Company on monthly payments of \$6.00.

Doing the Job Well

His was a lowly task; he only toiled
At digging ditches through the livelong day;
And yet he strove with joy,
And at the end of labor he could say:
"There is a ditch a man can call a ditch;
Honest as I am, built straight and true,
No man could build it better.
I'd be glad to have God look it through."

—Foregoing from a Chicago newspaper was submitted by G. Sullivan, Chief Telegrapher in office of C. L. McFaul, General Agent, Chicago.

On the small but regular payment of \$6.00 monthly over a period of several years we were able in 1916 to build a modern solid brick cottage containing five rooms in addition to bath and closets. I can truthfully say that one of the best investments I have ever been interested in and the one that has resulted in the most pleasure and profit was the building of this home of ours, the nucleus of which was the small monthly payment of \$6.00 on stock in a Building & Loan Company.

OUT OF LANDLORD'S CLUTCH INTO A REAL HOME

By ALBERT A. WICHERT
Upholsterer, Sacramento Shops

ABOUT three and a half years ago, I came to California from the east on account of the health of my second child, who was at that time unable to walk. A year after our arrival here, my child was normal, which speaks well for the climatic conditions in California.

I immediately found employment with the Southern Pacific Company in the Sacramento shops, where I have worked ever since. Every month, after paying my bills, I was able to "put a little bit away, for a rainy day." After I had accumulated a little sum, I felt the desire to own a home. This desire grew until I had firmly made up my mind that I was going to own one. Every month I deposited a little more in the bank and my account grew larger and larger.

Then came the time when I decided to make the decisive step, but had some difficulty in locating what I wanted in the way of a house. I couldn't seem to find exactly what suited me at the right price and finally began to get discouraged. One in the midst of my difficulties, one of my fellow workers referred me to reputable architects. I explained my difficulties and was very wisely advised that since I couldn't find what

I wanted already built, I ought to build a house myself. I was able to choose a location to suit myself and that I could erect a building which would conform to my ideas. Furthermore, it was emphasized that this would be particularly easy for me if I could take advantage of this architects' Home-Building Plan. I would only have to pay a reasonable sum down and the monthly payments would be less than what the house would rent for.

When I heard that, I could not resist. To make a long story short, I chose my location, got my house built and the result is that today, I am living where I have the joy and satisfaction of being a home owner. Here I can take pride in my home, and I'm safely out of the reach of landlords and the other inconveniences of a tenant. I have a beautiful garden, where I can raise flowers or vegetables for household use. In other words a real place for myself and family to live. For me it's "once a home owner—always a home owner," and my advice to my fellow-workers is "Own Your Home."

START SMALL AND PAY AS YOU EARN

By JOHN H. MATELAN
Assistant Chief Engineer, Steamer Melrose

YOU must deny yourself many unnecessary expenses and both husband and wife must pull together to the one end of owning their own home. Do not go above your means in attempting to buy the type of home you are not capable of paying for conveniently. Interest is likely to hold you back. Pay as you go. Start small and you will own your home in time.

LEAVE A LITTLE IN BANK WHEN CASHING CHECK

By JOHN H. DAVID
Locomotive Fireman, San Jose

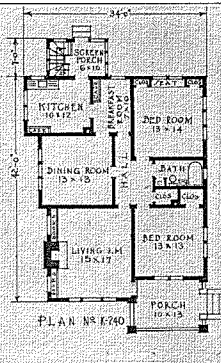
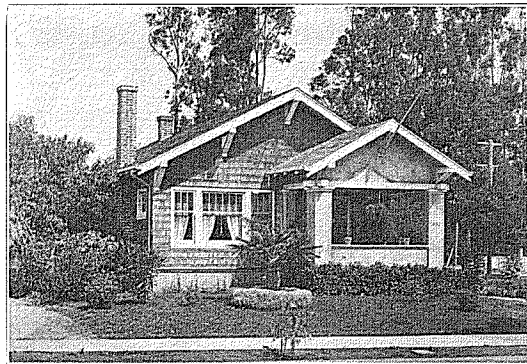
THE first thing to accomplish toward owning a home is to control yourself. Learn how to be thrifty and economize. Get in the habit of cashing your check at a convenient bank, and always leave a little on savings account. Don't worry about what you need, but think what you can do without. Make your work part of your pleasure. Go to one or two good shows a week but not every night. Stay home and read the daily paper, and some good magazine.

Regardless of your position, it is good to know something of the business world. Don't take advice, but pay good attention and remember good ideas and use your own judgment.

Buy a lot or home on time, if you can get a good deal. Better have cash. Buy a good lot. Building and loan company will loan money to build. You can pay them in monthly installments.

Have an architect draw the plan and specifications and put it out for

Having read your Bulletin—Pass it along



Above are shown photograph and floor plan of model bungalow, designed by the American Wholesale Lumber Association. The Bulletin will obtain for any employee of the Southern Pacific full set of detailed working drawings, etc., necessary to build this house. The cost is \$150 for the complete set. This is the first of a series of model bungalow and house photographs and floor plans which will be printed in subsequent issues of the Bulletin.

bids. If you know building material, be your own superintendent. If not, better leave it with the designer.

I have bought a home and just sold it. Then I bought a good lot and am having an architect make a plan now for a small apartment. Sorry I can't send the picture, as it will look like a home. I intend to live in one and have a little income on the side. I think to keep a clear mind is to be independent.

My mother always told her children, if but a small roof over your head, you have the satisfaction that no one can tell you to move.

ACCOMPLISHED BY THRIFT AND SELF CONFIDENCE

By HENRY PFORR,
Janitor, Los Angeles Shops.

ANY employee of the Southern Pacific can own his own home and obtain all the pleasures that home owning brings if he merely will make up his mind to do it.

I certainly have enjoyed my home and it represents nothing more than thrift, self confidence and an interest in my work. Every cent that I have saved towards that home has been from my wages as a laborer. What I have done other workers also can do.

Thrift is necessary, of course, and also confidence in yourself. But I want to emphasize the fact that the employee who wants to aid himself, must take an active interest in his daily work. In this way he is sure to do his work well, command the respect of his employer and what is important while paying for a home, assure himself of continued employment. In this way he is sure to be working steadily and to meet payments on the home as they fall due.

RELIABLE ARCHITECT HELD TO BE ADVISABLE

By WILLIAM B. KOCH
Machinist, Los Angeles Shops

I ENTERED the services of the Southern Pacific Company in June, 1912. I built my home in 1914. I built it because I liked California and wished to stay here and eliminate the rents that were a financial consideration. In due course of time we had our home free from debt which it is at this time.

It is a five-room bungalow with all built-in features, living room, dining room, two bed rooms, bath room, a hall which makes the bed rooms and bath room private on the right side looking at the photo. We have a kitchen 8x12 feet and screen porch 6x8. The lot is 50x143 1/2 feet. I have a garage 10x18. Trees, flowers and other shrubbery.

Were I to build again I would build one like it. I had plans and specifications made by a reliable architect and deem it advisable. It is located at 5307 Irvington Place, Los Angeles.

HALF OF ARTICLES FOUND AT L. A. ARE CLAIMED

Nearly 50 per cent of the number of lost articles turned in at the Arcade Station in Los Angeles were returned to owners before being sent to the unclaimed warehouse, according to a report just made to W. H. Whalen, Superintendent Los Angeles Division, by C. G. Sheffield, District Baggage Agent.

The report stated that during 1922 a total of 1185 lost articles were turned in at the station. Of these 520 were returned to the owners.

"MOMUS SPECIAL" TO LEAVE LOS ANGELES APRIL 8

Announcement that the Southern Pacific will run a "Momus Special" party from Los Angeles to New York, leaving the Southern California city on April 8, was made recently by F. S. McGinnis, General Passenger Agent at Los Angeles.

The special will travel as the second section of the Sunset Limited to New Orleans, where the travelers will transfer to the steamer Momus for the sea journey to New York.

Reservations on the special will be limited and, for this reason, allotments for representation have been made to Los Angeles, Santa Barbara, Long Beach, Pasadena, San Diego and other Southern California cities.

A number of novel features are being worked out for the trip. Special southern menus will be prepared by the Commissary Department.

H. BROMLEY, COAST DIVISION ENGINEER, IS CALLED

H. Bromley, one of the oldest and best known engineers on the Coast Division, died suddenly February 11. He went off duty at Santa Cruz at 2 o'clock in the afternoon and, returning to his home at Los Gatos, went to the local station in his machine to meet some friends. As he was fastening some of the baggage in the rear of the machine, he was suddenly stricken and died immediately.

Mr. Bromley entered the service of the Southern Pacific as an engineer on December 13, 1900, and has been continually employed on the Coast Division since that date.

50 Great Locomotives Ordered

Thirty-four 2-10-2's and Ten of Most Powerful Passenger Engines in West are Included

FIFTY powerful new locomotives have just been ordered by the Southern Pacific Company for delivery in 1923. This order adds for millions to the great sum being expended by the Company for new equipment to be placed at the service of its patrons during 1923.

The locomotives just ordered include thirty-four mammoth "2-10-2" type mountain-freight locomotives; ten "4-8-2" type mountain-passenger locomotives, which will be the most powerful passenger locomotives in the West; and six "4-6-2" type heavy Pacific locomotives for passenger service. All of the locomotives ordered embody the latest refinements in locomotive construction and will be equipped with the most approved devices for saving fuel and increasing power.

The present purchase of 50 locomotives follows closely upon the 1922 expenditure of \$4,000,000 for fifty "2-10-2" mountain-freight type engines. Twenty of these were sent west in a solid train, known as the "Prosperity Special," which attracted country-wide attention. The last of the 1922 order have just been placed in Southern Pacific freight service over the

Siskiyou and Tehachapi Mountains.

Other important items previously announced in the Southern Pacific's 1923 program for new equipment for its Pacific System include \$3,500,000 for 141 new passenger train cars and \$7,800,000 for 4,225 new freight train cars, exclusive of refrigerators; and one-half interest in \$18,000,000 for 5,330 new refrigerator cars ordered by the Pacific Fruit Express Company, owned jointly by the Southern Pacific and Union Pacific.

The "4-8-2" type mountain passenger locomotives will have a maximum tractive effort of 67,700 pounds and will weigh (loaded) 244,000 pounds on the drivers. The locomotive and tender will weigh, when loaded, 573,000 pounds. The distance from the front of the engine to the rear of the tender will be 97 feet. The tender will hold 4000 gallons of fuel oil and 12,000 gallons of water. This is the first time that this type of locomotive has been used by Southern Pacific.

The "4-6-2" type, heavy Pacific locomotives are designed for heavy, fast passenger service, and many locomotives of this type are in service on Southern Pacific Lines.

MISCELLANEOUS AGENTS IN LEAD FOR ACCURACY

Agents in the Miscellaneous group are at the head of the Roll of Merit, covering the accuracy of reports made on Agents' Monthly Accounts Current, according to announcement made by E. Hickman, Auditor of Miscellaneous Accounts.

During the past few months agents in this group have been making very creditable showing in turning in accurate reports and have either been at the head of the list or among the leading few. Following is standing just announced:

Division	No. of Accurately Acct'd.	Per Cent. Rendered
Miscellaneous	57	96.5
Stockton	40	95.0
Coast	85	94.1
Portland Div.	47	93.6
Western	93	93.5
Salt Lake	62	91.9
Sacramento	77	89.6
Shasta	36	86.1
San Joaquin	77	84.4
Portland Div.	93	78.8
Los Angeles	109	81.7
Traffic	40	82.0
Tucson	42	73.8
East Bay Electric	4	2

Teacher (in grammar school)—Your lesson today is on nouns. Nouns are names of things.

Small Boy—Is a ghost a noun?

Teacher—Yes.

Small Boy—How can it be? There ain't no such thing as a ghost.—Exchange.

HERE'S IDEA TO SAVE TIME ADDRESSING ENVELOPES

A time saving device in the addressing of regularly recurring mail has been devised by H. Ellison, Chief Clerk in the Office of Capt. Chas. Heath, Superintendent of Steamers, San Francisco. Mr. Ellison furnishes the following description of his method in addressing envelopes:

"Take a stiff cardboard about 6x4 inches and cut a little window in the lower part. Over this opening paste the little stencil which has been prepared containing name and address. To print the name and address on the envelope and run over it a small soft rubber roller, which may be lugged from an ordinary office ink pad.

"The roller can be obtained from any first class stationery store at small cost. An office boy can do the stenciling in his spare time and file the printed envelopes for use as needed. The stencil can be used over and over and should also be filed."

If each locomotive on the Pacific System were permitted to "pop" five times a day for a period of one minute, the daily fuel waste would aggregate 12,800 gallons.

"When you walk, and when you fly; look both ways and try to live."—Literary Digest.

WAR SERVICE OF AMERICAN RAILROADERS PRAISED

Southern Pacific employees who saw service in France with the American transportation divisions during the war, will be interested in reading part of a tribute paid to the work of American railroad men by General Sir Henry Worth Thornton, president of the Canadian National Grand Trunk Railway, speaking at the annual banquet of the Pittsburgh Club.

"I have long wished an opportunity to express publicly the admiration which those who were employed in the British transport service felt for our American allies, and the successful way in which they met the serious transportation difficulties which confronted them in France," said General Thornton. "I have also hoped upon some occasion to pay my humble tribute to the skill, the energy and the patriotic devotion which characterized your railway department during the war. So far as my observation goes there has been an unmerited silence upon this subject, and it is time it was ventilated.

"The people of the United States know little the debt they owe to the genius of their railway officers who perfected and administered the wonderful American transportation in France. Many other services have received their just and merited portions of praise. But I am here to say that none of those would have had even an opportunity to display their courage and their patriotism and to perform the service they did, had it not been for the efficiency of the American transport department, which day by day kept the front supplied with food, explosives, munitions and all of those things which enter into the conduct of a great war. So regularly was this function performed that most people took it as a matter of course.

"When I speak, I voice the opinion of the British transportation side, who saw this organization develop and commence its functions, were proud to welcome to Europe our brothers from the railway industry on this side of the Atlantic."

ANOTHER S. P. AGENT WITH CAR LOADING RECORD

Agent Wm. Dwyer of Benicia has no desire to detract credit from the excellent marks in fast car loading set by Southern Pacific employees at Zamoro and Winters, previously mentioned in the Bulletin, but is anxious that everyone be advised that his station force is also "there" when it comes to getting cars loaded in a hurry.

Recently a car at his station was loaded with 79 barrels of tree spray weighing 640 pounds per barrel and released for forwarding in the fast time of thirty minutes from the time it was spotted.

Assistant Passenger Traffic Manager



J. H. R. PARSONS

J. H. R. PARSONS, for the last six years Vice President and General Manager of the Southern Pacific lines in Louisiana, has been appointed as Assistant Passenger Traffic Manager for the Pacific System, with offices in San Francisco.

The appointment became effective on March 1 and was announced recently by C. S. Fee, Passenger Traffic Manager. Mr. Parsons takes the place made vacant by the death on December 7 of Frank E. Batturs.

Before his transfer to San Francisco to assume his new duties, Mr. Parsons had made his headquarters in New Orleans for 14 years, first as General Passenger Agent and later as Vice President and General Manager of the Louisiana lines.

Mr. Parsons has made a life study of passenger traffic problems, having had thirty-seven years of experience in railroad work on the Southern Pacific system and with the Harriman lines.

He remained in the passenger department of the Harriman Lines for twenty years, serving in various capacities, and then was transferred to the office of the director of traffic of those lines in Chicago.

On January 1, 1909, Mr. Parsons went to New Orleans to accept the position of General Passenger Agent of the Southern Pacific lines in Louisiana. There he put into effect a number of innovations and did much to build up passenger train service between New Orleans, Los Angeles, San Francisco and other points in the West.

Mr. Parsons was appointed to the

Freight Losses Cut 64 Per Cent

Tucson Division Employees Again Have Best Record In The Safe Handling of Freight

LOSS and damage to freight from all causes was reduced 64 per cent on Pacific System lines during the year just closed as compared with 1921, according to R. G. Fagan, Superintendent Freight Protection.

By reason of the intensive study given this subject and the helpful assistance from employees in every branch of the service, loss and damage to freight from various causes was very materially reduced during the year. The following decreases are noted:

Errors of employees	44%
Wrecks	61%
Improper ventilation and refrigeration of perishable freight	80%
Delays	70%
Rough handling	52%

Award was recently made by Chairman of Division Committees to the Tucson Division for the best record in handling of freight during the period of October to December inclusive. During this quarter period 486 tons of less than carload freight was handled to each checking, loading or billing irregularity.

position of Vice President and General Manager of the Louisiana lines on January 1, 1917. These lines include Morgan's Louisiana and Texas Railroad and Steamship Company, the Louisiana Western Railroad Company and the Iberia and Vermilion Railroad Company.

In commenting on the transfer of Mr. Parsons from New Orleans to San Francisco, the New Orleans Daily Item on February 21, stated in its editorial column:

"The removal of J. H. R. Parsons to San Francisco will occasion widespread regret in New Orleans on every point of view save that it is advancement for himself. Few railroad executives in any American city have commended themselves more favorably to a community than Mr. Parsons to New Orleans.

"By personal temperament and professional outlook he has been admirably qualified to assist with the progressive policies that the Southern Pacific system long ago established here. These policies, in most details of general operation, have been such as to challenge the good will of the city and the great populous agricultural south, of Louisiana through which the Sunset lines ramify. Mr. Parsons, being progressive himself, with a strong sense of the duties which the public and the public-service corporations owe each other, has been an excellent agent under the conditions that have prevailed."

The record of the Tucson Division is considered especially noteworthy because award was also made to that Division for the period April to September.

Stockton Division has again been awarded second honors, and third place was awarded to Western Division.

To Chairman J. H. McClure, Agent at Tucson, and District Committee-man H. S. Doyle, Agent at Deming, is due considerable credit for the success in keeping the Tucson Division on the top.

"Never before has this work of making the Southern Pacific Lines as safe for transportation of freight as they are for life and limb, been so actively pressed as during the year 1922," says Mr. Fagan. "Slowly but surely—a little faster now than ever before—we are becoming better able to determine the causes in practically every instance where loss or damage has resulted to freight."

"Uncertainty as to the cause for loss or damage has long been the stumbling block of correction. The years of study given this question by the Southern Pacific Company is bearing fruit. Constant attention to our failures, and minute investigations of things that have happened, have paved the way for clearly defined lines of action in reducing the hazard and in many cases eliminating entirely the chance for a repetition. Results obtained justify all of the time and expense put into this effort of reducing loss or damage to freight."

"The campaign for better handling of freight, which is another way of saying improved service, is conducted by 242 employees drawn from every branch of station, yard, train and shop service, formed into ten division committees. These committees not only urge upon employees the saving to the Company effected by a reduction in loss and damage to freight, but also the value of the greater asset in the increased business and good will created among shippers as a result of this improved service."

Southern Pacific employees are in the front rank of the workers who are trying to eliminate a drain on the economic resources of the United States amounting to more than \$100,000,000 annually caused by loss and damage to freight.

"James, have you whispered today without permission?"

"Only wunst."

"Leroy, should James have said wunst?"

"No'm, he should have said twict."—Winnipeg Tribune.

A Little Thought Would Save Many Injuries

Ninety Per Cent of Casualties to Employees Result from Carelessness. Safety of Grade Crossings is Improved During Past Year

By R. J. CLANCY,
Assistant to General Manager

NINETY per cent of the casualties to employees on the Pacific System of the Southern Pacific during 1922 were due to carelessness and inattention on the part of the injured employee or of a fellow-employee.

In spite of the unsettled conditions prevailing during a portion of the year, casualties to employees reportable to the Interstate Commerce Commission on a basis of locomotive and motor miles and man-hours showed a two per cent reduction for the year as compared with 1921.

During the past year not a single passenger was killed on the Southern Pacific. One death resulted when a passenger with suicidal intent, jumped from a train.

During the year there were 630 eye injuries, occurring principally in shops where goggles, shields and other devices intended to protect employees from such injuries are provided. Supervisory forces should give this particular attention to see that goggles are properly worn, and are kept in first class condition.

Six hundred and eighty-seven injuries were caused by employees being struck by falling objects. Care should be exercised in moving around places where objects are liable to fall. Employees working on platforms, scaffolds and other over-

head structures should place their tools in positions so they will not fall.

Self-inflicted injury with tools contributed 565 injuries to the list, and use of tools in hands of other persons 66 injuries. These causes indicate carelessness on the part of employees. Tools should be kept in serviceable condition and should not be used unless they are in such condition.

There were 418 injuries caused by employees being struck by flying objects or particles. In many cases these particles were from worn tools. This calls for closer attention on part of supervisory forces to see that tools are kept in first class condition, and on the part of employees to see that only tools in good condition are used.

Handling of railroad material added 636 injuries to the list and handling non-railroad materials 245. These injuries were largely caused by carelessly loaded trucks tipping over, material carelessly piled, objects falling out of men's hands, rails and ties falling or misplaced and numerous other causes. Nearly all sectionmen and other laborers have had more or less experience in loading and unloading rails and ties and it would seem that there is little excuse for not performing their work without being

injured. In any event they should be properly instructed by foremen of the dangers.

There were 217 hand and motor car accidents which caused injuries to employees. This covers all accidents due to use of hand, motor, push and velocipede cars and includes all accidents due to derailments, collisions, material falling and putting cars on and taking off track. Close attention to speed at which cars are run, schedule of trains, proper placing of materials on cars, and carefulness in getting on and off cars will materially reduce this class of accident.

Seven hundred and nineteen injuries were caused by falls from engines and cars both while in motion and standing, from structures and ladders, into pits and holes, and stumbling over removable objects and fixed appurtenances. This indicates carelessness in the employee not watching his step. This also applies to nail or spike in foot injuries of which class there were 103. Carefulness in seeing that nails are removed from boards and that loose material is not allowed to accumulate around yards and other places where men are employed, will make a great reduction in these accidents.

There were 87 injuries received while attending machinery in motion.

TRAIN AND TRAIN SERVICE CASUALTIES

DIVISION	Number			Per 1,000,000 Locomotive & Motor Miles		
	Year 1922	Year 1921	Total	Year 1922	Year 1921	Total
East Bay Electric	2	42	44	10	196	206
Sacramento	2	35	37	42	7.34	7.76
Portland	2	56	58	29	7.86	8.15
Coast	3	49	52	19	8.00	8.19
Stockton	1	34	35	10.51	10.51	21
San Joaquin	1	26	27	9.93	10.76	20.69
Coast	4	64	68	12.77	13.56	26.33
Tucson	3	56	59	12.96	13.65	26.61
Western	1	61	62	14.26	15.49	29.75
Shasta	4	44	48	15.99	15.99	31.98
Los Angeles	10	172	182	28.68	28.39	57.07
Total	26	626	652	12.52	13.06	25.58

NON-TRAIN SERVICE CASUALTIES

DIVISION, SHOP OR DEPARTMENT	Number			Per 1,000,000 Man-Hours		
	Year 1922	Year 1921	Total	Year 1922	Year 1921	Total
San Joaquin	1	35	36	14.27	2.16	16.43
Sacramento	1	63	64	12	7.33	7.45
Portland	1	104	105	39	9.69	9.79
Steamers	2	27	29	10.58	10.58	21.16
Shasta	1	55	56	12.48	12.48	24.96
Coast	1	114	115	12.27	13.05	25.32
Western	1	118	119	13.25	13.25	26.50
East Bay Electric	1	15	16	14.27	12.26	26.53
Stockton	1	15	16	14.27	14.53	28.80
Salt Lake	2	153	155	11	14.61	14.72
Telegraph	1	48	49	14.27	14.53	28.80
Tucson	2	99	101	11	16.66	16.38
Dineries	2	53	55	16.75	17.38	34.13
Dining Cars	2	28	30	18.24	18.24	36.48
Los Angeles	2	181	183	21	19.71	19.71
Wood Preserving	1	42	43	12.62	12.62	25.24
Los Angeles Shops	1	106	107	23.81	23.81	47.62
Sacramento Shops	1	106	107	16	28.11	28.27
Construction	1	1	2	1	1	2
Total	15	1421	1436	15	14.57	15.41

Getting on and off moving engines and cars resulted in 145 fatalities.

Statement on preceding page shows casualties to employees reported for the years 1921 and 1922 to the Interstate Commerce Commission segregated between train and train service casualties and non-train service casualties also showing by Divisions, General Shops and Departments number of casualties to employees in train service per 1,000,000 locomotive miles and in non-train service per 1,000,000 man-hours, Divisions, General Shops and Departments being shown in the order of record made on a locomotive mile and man-hour basis for 1922.

Grade Crossing Accidents

The number of fatalities resulting from accidents to automobiles at grade crossings on Southern Pacific Lines, Pacific System, was reduced 7 per cent in 1922 as compared with 1921. There was a decrease of 10 per cent in the number of grade crossing accidents per 1,000 registered automobiles.

The decrease is attributed to the co-operation of the press, automobile clubs, schools, churches and chambers of commerce with the Southern Pacific Company.

The number of registered automobiles in the six states traversed by Southern Pacific lines increased from 888,945 in 1921 to 1,115,945 in 1922. With an increase of 25.5 per cent in the number of registered automobiles, as a result of this co-operative effort there was a 10 per cent decrease in accidents per 1,000 registered automobiles.

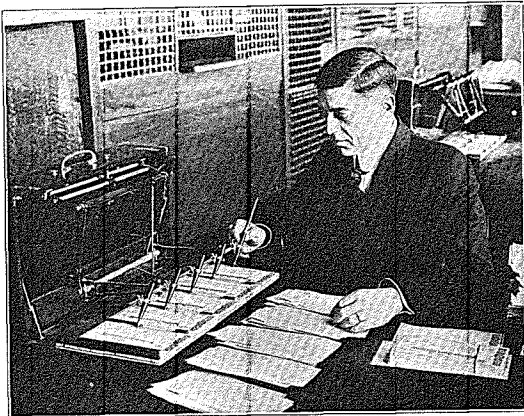
There were 953 automobile grade crossing accidents in 1922 compared with 846 in 1921, resulting in 53 deaths in 1922 and 57 in 1921, and 361 injuries in 1922 and 283 in 1921. This shows an increase of 12.6 per cent in the number of accidents, an increase of 11.3 per cent in injuries resulting therefrom, and a decrease of 7 per cent in fatalities, which was attributed to decrease of 1.5 per cent in locomotive and motor miles and an increase of 25.5 per cent in number of registered automobiles, shows that an improvement in the grade crossing situation was made during the year.

Grade crossing accidents involving automobiles in the year 1922 occurred, as follows:

	No. Killed	Inj.
Ran on track in front of train.....	480	45
Ran into side of train.....	230	6
Skid or died on track.....	12	2
Skid into side of train.....	30	6
Ran into crossing flagman.....	76	3
Ran into crossing flagman.....	8	4
Miscellaneous.....	8	4
Total.....	953	516

In 230 instances or about 24 per cent of the total it will be noted that instead of being struck by train the automobile ran into train as a result of approaching the crossing at a speed too great to stop before hitting the train. Six fatalities and 66 injuries resulted. In 76 instances crossing gates lowered as a protection from trains were run through and broken.

Paid Out Over Billion For the S. P.



E. A. Van Wynen, Paymaster of the Southern Pacific, is shown here signing his name to five checks at the same time. During twenty years he has signed 12,000,000 checks for the company totaling over a billion dollars.

THERE is one Southern Pacific man who has the distinction of having signed over a billion dollars in checks.

He is E. A. Van Wynen, Paymaster, who signs the Company's pay checks. He has been signing pay checks for the Company for twenty years and has become so used to signing checks for amounts that total into millions each month that he did not know that he had passed the billion dollar mark until the first

pay day in January, when he did some figuring and found that he has, to date, signed checks for the Company totaling the huge sum of \$1,100,000,000.

Van Wynen uses a duplicating signature device which enables him to sign five checks at once. He figures that in the twenty years he has been signing the Company's pay checks he has signed 12,000,000 checks, averaging 115,000 checks a month in 1922.

The pay checks for an average normal month total over \$7,250,000.

In eight instances crossing flagmen warning motorists of approaching train were run down and injured. The largest percentage of accidents and casualties resulted from automobiles running on track in front of train, resulting from trying to beat train to the crossing or from failure to look in both directions before crossing the tracks.

For the five years ending December 31st, 1922, 3,708 automobiles were damaged or destroyed, 261 people were killed and 1,237 were injured at grade crossings on the Southern Pacific, as shown in the following statement:

	No. Killed	Inj.
Ran on track in front of train.....	1,670	230
Ran into side of train.....	870	19
Skid or died on track.....	448	9
Skid into side of train.....	119	21
Ran into crossing flagman.....	283	3
Ran into crossing flagman.....	28	2
Miscellaneous.....	84	1
Total.....	3,708	261

"Maud tells everything she knows." "Yes, it wouldn't be so bad if she would stop there."—Judge.

RADIO FANS, FAR AND WIDE, ENJOY S. P. PROGRAM

February 3rd was Southern Pacific night at the large radio station at Hale Brothers' store in San Francisco when a two-hour program of music and a short address by Chas. S. Fee, Passenger Traffic Manager, were broadcast.

The musical program, consisting of orchestra and soloists, was rendered by the San Francisco Freight Station orchestra and soloists from the General Office under the direction of John Fuery. The members of this talented organization are all Southern Pacific employees in San Francisco and the musical concert rendered by them from time to time have created an enviable reputation in musical circles of the San Francisco Bay district.

During the few days immediately following the concert at Hale's, numerous letters were received by E. B. Johnston, who directed the program, from radio fans all along the Pacific Coast praising the high quality of the program and the excellent manner in which it was rendered for transmission. E. B. Stone, of San Jose, wrote:

"The broadcasting tonight was the best I have ever heard, and the music by the Southern Pacific employees was the best, to my knowledge, that has ever been put in the air. The orchestra was played more than anything else, not because it was better than the other numbers, but because it has been so long since we have heard anything except jazz."

"Allow me to congratulate you, as well as the young musicians who participated in the radio concert," wrote another radio fan to Mr. Johnston. "It was certainly a huge and artistic success. The Southern Pacific may well be proud of its talent."

The musical program consisted of the following:

Selections by San Francisco Freight Station orchestra.
Contralto solo by Miss L. Collins, Treasury Department.

Violin solo by Lloyd Fronk, Freight Station.

Tenor solo by N. Regoli.
Violin solo by Miss L. K. Royce, Auditor Freight Accounts Department.

Piano solo by H. W. Appiarious, Auditor Freight Accounts Department.

Tenor solo by B. Bernardi, Freight Station.

Soprano solo by Miss Juanita Clifford, Freight Station.
Piano solo by Miss Myrtle Hess, Freight Station.

The orchestra was composed of the following: Lillian Alexander, Lloyd Fronk, Tim Lenihan, first violin; Myrtle Hess, piano; Florence Anderson, organ; Gordon Gardiner, trombone; Chas. Weatherford and Hugo Callaghan, clarinets; L. O. Wiltz, Bert Seele and John O'Neill,

LATEST FUEL SAVING LEADERS

ENGINEERS and firemen qualifying for the December fuel conservative honor roll are shown below. The December list shows a number of names not seen on previous honor rolls indicating that the rivalry for these honors is becoming keener each month and that those who have heretofore been looked upon as "regulars" on this list will be compelled to redouble their energies to retain their coveted positions as leaders in fuel conservation.

WESTERN DIVISION			
Engineers	Address	Firemen	Address
C. G. Thomas	Oakland	G. T. Scine	Oakland
J. R. Falvey	Oakland	M. Allen	Oakland
T. M. Sime	Oakland	C. L. Cross	Oakland
H. B. Cook	Oakland	J. W. Laurent	Oakland
C. L. Kroll	Oakland	L. F. Rappold	Oakland
SACRAMENTO DIVISION			
C. M. Baker	Truckee	J. B. Laker	Truckee
F. B. Lancaster	Colfax	W. R. Hart	Colfax
F. B. Weale	Truckee	A. D. Myrick	Truckee
W. W. T. sie	Sacramento	M. R. Gleeson	Sacramento
J. C. Fingland	Roseville	L. R. Seawell	Roseville
SALT LAKE DIVISION			
C. E. Rothery	Imlay	J. A. Parks	Sparks
H. A. Kimmel	Imlay	J. L. Keilly	Imlay
E. F. Gubman	Sparks	R. H. Critch	Sparks
F. Hecox	Sparks	A. C. Venton	Sparks
G. E. Vanderhoof	Sparks	A. R. Schindler	Sparks
L. Ware	Montello	O. S. Young	Montello
F. Fagan	Montello	P. J. Hackwell	Ogden
J. Conasack	Ogden	E. K. Minola	Carlin
F. R. Birdsal	Carlin		
SHASTA DIVISION			
F. W. Halsey	Dunsmuir	C. A. Gooch	Dunsmuir
J. J. Smith	Dunsmuir	B. D. Bigler	Redding
E. A. Hunter	Redding	W. R. Reid	Dunsmuir
D. A. Fargan	Weed	C. H. Dreell	Dunsmuir
P. A. Bryan	Dunsmuir	H. C. Heath	Dunsmuir
PORTLAND DIVISION			
W. A. Anderson	Portland	W. H. McGreggor	Portland
E. M. Gordon	Brooklyn	B. D. Frothero	Brooklyn
E. Wimer	Roseburg	D. B. Davis	Roseburg
C. V. Pfaff	Roseburg	R. R. Wood	Roseburg
D. J. Gawler	Roseburg	L. L. Hayes	Roseburg
COAST DIVISION			
A. R. Bullard	San Francisco	H. H. Mohr	San Francisco
O. Swanson	San Luis Obispo	M. D. McEvoy	San Luis Obispo
M. F. Rittinghouse	San Luis Obispo	E. Deffenbach	San Luis Obispo
F. E. Reynolds	San Francisco	A. McGrew	San Francisco
C. A. Joost	San Francisco	E. P. Honnert	San Francisco
STOCKTON DIVISION			
H. E. Schroeder	Tracy	C. C. Martin	Tracy
C. F. Gibson	Stockton	W. G. Guidice	Tracy
E. Edwards	West Oakland	B. D. Hansen	West Oakland
W. A. Fayne	West Oakland	R. Kolb	Fresno
C. L. Van Trees	Stockton	J. C. Meyers	Tracy
SAN JOAQUIN DIVISION			
W. H. Leech	Bakersfield	H. C. Smith	Bakersfield
M. McVinn	Bakersfield	J. Peterson	Bakersfield
W. F. Thorne	Fresno	A. Y. Rainey	Fresno
D. Keithley	Fresno	A. H. Maridue	Fresno
F. S. McCreery	Bakersfield	W. S. Drawbaugh	Bakersfield
LOS ANGELES DIVISION			
H. W. Lawrence	Los Angeles	W. A. Hill	Los Angeles
E. J. Montley	Los Angeles	F. Henry	Los Angeles
F. H. Whyers	Los Angeles	A. C. Young	Los Angeles
C. B. Diamond	Los Angeles	E. K. Calhoun	Los Angeles
E. C. Anderson	Los Angeles	E. A. Dindling	Los Angeles
TUCSON DIVISION			
J. W. Windram	Gila	W. N. Foster	Gila
M. D. Gandy	Tucson	R. A. Miller	Tucson
T. Davenport	Tucson	E. Dallas	Tucson
D. Ryan	Tucson	S. O. Miller	Tucson
E. B. Bunch	Tucson	A. J. Simmons	Tucson

S. P. de MEXICO MAGAZINE

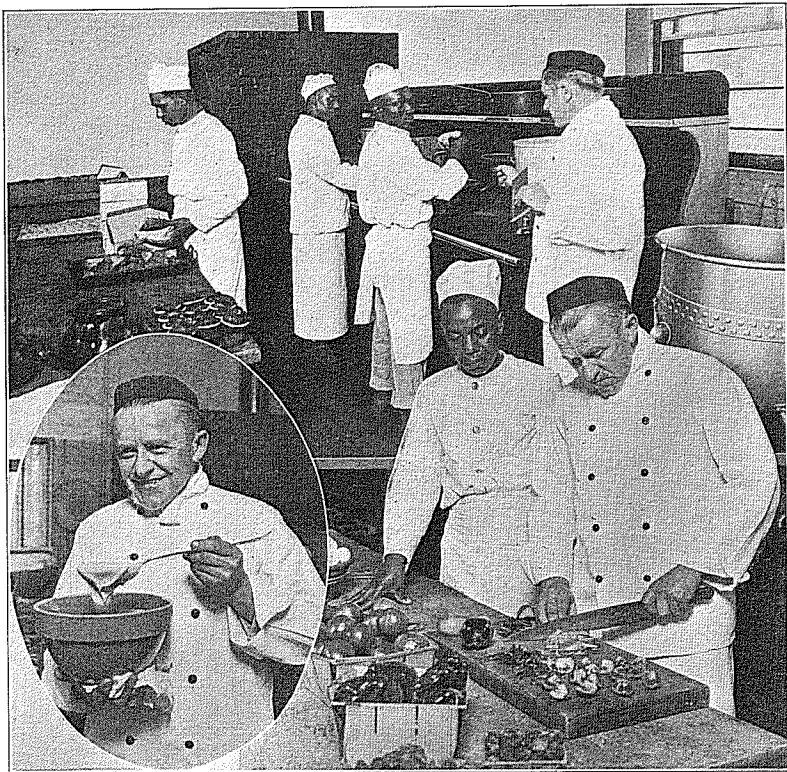
cornets; William Grimes, viola; Gordon Johnson and Paul Guidet, violin; Fred Rickey, cello; Clarence Piper, drums.

Three tickets totaling over five yards in length were recently sold by Z. E. Shoop, Passenger Agent at San Francisco. The tickets covered an extended tour of Eastern cities and points in Canada.

"The Flyswatter" is the name of a periodical published by employees of the Southern Pacific de Mexico at Empalme, Mexico. It is put out in mimeograph form and chronicles personal items and other features in an interesting manner. Clever cartooning has helped much to liven up the little journal.

Having read our Bulletin—Pass it along

INSTRUCTING CHEF HAS PICTURESQUE CAREER



Paul Reiss on the job. Above—Teaching Commissary Chefs Jose Herman, Eddie Griffin and Wm. Springer; Below—Reiss showing Eddie Griffin how to make gumbo; Oval—The famous chef preparing one of his favorite salad dressings.

IN the course of his interesting career as chef in many famous hostels of the world, Otto Reiss of the Southern Pacific Company's Dining Car Department catered to European monarchs and once prepared food that brought a personal interview with Egyptian royalty. Reiss' position with the company is that of Supervising Chef for the Southern Pacific's Pacific System lines. His jurisdiction extends from El Paso to

Orden and Portland and it is his duty to see that the cooking on all Southern Pacific's Pacific System lines is of the highest standard.

He is a culinary instructor. He teaches chefs in the commissary kitchens the proper methods of preparing soup stocks, sauces, mayonnaise and French dressings, pies and pastries, and various other special items that are prepared in the commissary kitchens. He in-

structs dining car chefs in the preparation of the varied dishes served on the cars.

His activity is in line with the railroad's policy of maintaining schools for the careful training of kitchen and dining room employees. The instructors in these schools are second to none in the world.

All food served on Southern Pacific dining cars is prepared according to standard recipes tested by long ex-

perience and public approval and no deviation from these rules is permitted.

When you enter a Southern Pacific dining car and order your favorite dish you will find it prepared and served in exactly the same way whether you are traveling over the beautiful Shasta Route or speeding through the romantic old French towns in Louisiana.

Reiss gained his knowledge of the culinary art through long years of study, serving his apprenticeship under famous old chefs of Europe. He relates many interesting tales of his experiences while a chef in some of the most fashionable hostels and resorts of the old country when Kaiser Wilhelm, Czar Nicholas and other rulers would be the guest of honor.

He tells how a number of years ago while chef at one of the leading hotels in Alexandria, Egypt, his "Turkish dolmas" made such a pleasing impression on Prince Abdul Hamid that he was summoned before the prince to explain its ingredients and preparation. This dish consists of croquettes made from fowl.

Another experience that Reiss likes to relate is of the time he was guest of honor at a dinner given him by one of the South Sea Island native kings. He stated that the banquet consisted of a relish, of palm-marrows, stewed parrot soup, with roast whole pig stuffed with bananas as the "piece de resistance," followed by a peculiar native sweetmeat prepared from coconuts.

Reiss, who was born in Saxony, has had a wide and interesting career. He has worked in Berlin, Baden-Baden and Leipzig in Germany; London, England; Constantinople, Turkey; Alexandria, Egypt; Colombo, Ceylon; Sydney, Australia; Auckland, N. Z.; Morocco, Algiers and at various large cities in this country.

Artist and Dietitist

It is Reiss' delight to prepare some particularly delicious specialty in honor of visiting celebrities. He has scores of letters from notables all over the world commending him on some special dish he had prepared for them.

Reiss is an artist in his line. He has made a close study of dietetics and knows the relative food value of various dishes. He knows food and likes to talk about it. It is his life. He will tell you how to prepare his "Filet of Beef a la Wellington" and then you will realize why the late Lord Kitchener after eating the dish sent for him and extended to Reiss his personal appreciation of his art.

He will also tell you of how his "stuffed filet of Salmon Romanoff" elicited praise from the Russian Czar, and how he bribed Ceylon native cooks to tell him their secret of preparing curry.

Reiss has the admirable trait of thoroughness. He will not allow a dish to be served until it is just right

Helpful Service Aim of Conductor Lee

IN a letter to General Manager J. H. Dyer, Conductor O. E. Lee, Stockton Division, is commended by M. F. Van Horn, District Passenger Agent, Pennsylvania System, for the efficient service and helpful information tendered passengers aboard his train. The letter states, in part: "He made it a point to call the destination of the ticket and, if a transfer was necessary, repeated the name of the junction. He told each the time the train was due at their station or at the junction and when the first connecting train was due to leave."

"It is a simple thing for a conductor to give this information and from my observation it did more to keep the trainload of passengers feeling at home and in good humor than any other one thing that could have been done for them."

"I took occasion to compliment Mr. Lee. He is of the opinion that his service tends to decrease the number of questions asked by passengers and in addition sets their mind at ease as to arriving time and when connections can be made."

"It is just such interest in the welfare of passengers that is bringing the railroads out of the depths to which they were plunged during the time of government control."

and presents an appetizing appearance. It is a joy to watch him prepare one of his favorite salads and notice the smile of satisfaction that crosses his face when everything is just so.

Mention to Reiss that you are especially fond of some particular kind of food and without a moment's hesitation he'll tell you how you would no doubt like such and such a dish and he'll explain how to prepare it and his very description of it will make you hungry.

Like all great chefs, Reiss has his favorite recipes. Often he has been requested to put his wonderful knowledge of cooking and food preparation into book form but explains that he has traveled the seven seas to garner his knowledge and that it is a tradition of the profession to "keep ze best ones in ze head and not in ze book."

Favorite Recipes

However, he has kindly furnished the Bulletin with the following recipes which are among his favorites and will undoubtedly prove of great interest to the wives in Southern Pacific homes:

Stuffed Filet of Salmon Romanoff
Filet the salmon, and roll into the Filet a pitted olive, stuffed with sardines. Boil, and serve cold with Sauce Figaro. Garnish with Caviar.

Turkish Dolmas

Pare the meat of a fowl of its carcass, mince fine and mix with sliced olives and some boiled rice, season well, mold it into small croquettes, wrap those croquettes into tender grape-vine leaves and bake for twenty minutes. Boil the carcass and with the extracted bouillon make a sauce supreme. Cover the baked croquettes with the sauce supreme and serve.

Steak and Kidney Pudding

Slice 1 pound of roundsteak into thin one-inch squares with one kidney likewise, but smaller in proportion. Season with finely chopped onions, parsley, thyme, salt and pepper. Add a pint of water, mix and fill into timbales which are lined with a suet-pudding mixture, cover and steam for two hours.

Veal Chop Scogedien

Cut a thick chop, season with salt and paprika, dip into flour and with a few chopped onions sprinkled over it, saute in butter till done. Add a cup of sour cream, reduce to a thick consistency, place the chop on platter, strain the sauce over and serve with a crouton.

Vienna Ham Roulades

Cover a pancake with a thick purée of creamed minced ham, roll, and let cool off. When cold, cut into stripes width of one inch, dip in egg and breading and fry. Serve with tomato sauce.

Filet of Beef a la Wellington

Roast a filet very lightly. Prepare a dressing which will consist chiefly of meat-farce. Wrap this dressing around the filet, envelope the whole in pie-dough and bake from 20 to 35 minutes. Serve in thick cuts with mushroom sauce.

Yorkshire Rarebit

Toast a slice of bread on one side and cover the toasted side with a thin slice of boiled ham. A pinch of salt, a pinch of English mustard, a little Worcestershire sauce and one raw egg, mixed with sufficient American cheese to make a smooth paste. Spread the paste over the ham on the toast and bake in hot oven golden-brown.

Stuffed Turkey or Chicken Wings

Boil the wings well-done. Extract the bone and fill cavity with a well seasoned rice-dressing. Dip in egg, bread and fry. Serve with tomato sauce.

Peaches Elegant

On piece of pie-dough, (size of large cooky) place a slice of pineapple. Cover pineapple with marmalade, arrange but a peach on top of same. Mask with syrup, sprinkled with crushed macaroons, ground nuts and cinnamon and baked in a moderate oven.

PLACE NAMES ALONG LINES OF SOUTHERN PACIFIC

I. Coast Division.*

"A Southern Pacific time table reads like a Litany to the Saints."—Charles Warren Stoddard.

GLIMPSES of the past, snapshots of California in its swaddling clothes, close-ups of the era of the Padre and the Cross, and short stories of their trials, tribulations and joys are encompassed in many of the place names of California. Predominant among the names, as a glance at a Southern Pacific time table will indicate, are those of the Saints. Others are of Indian origin, some mixed with enough Spanish to most effectively mask their derivation. Others are what the California student terms as "Kansas Spanish." Most of them tell a story, however imperfect the translation.

How many Southern Pacific employees, or Californians, generally, know that San Francisco narrowly escaped being called by the name of Yerba Buena? And how many know that it was partly because of jealousy between the then town of Yerba Buena and of Benecia, on the north side of the Golden Gate secured its present name?

Benecia was named after the wife of General Vallejo—Francisca Benecia—and was first called Franciscia. Leading men of Yerba Buena seeing the danger of having another town called by a similar name to that used for the bay and other contiguous territory, decided to call their city San Francisco. The founder of Franciscia, it is said, became enraged at the action of the people in San Francisco and called his community by the name Benecia—and that it has remained. One authority says the name of the town was changed to San Francisco in order to conform to the name of the church and the presidio.

Yerba Buena is the Spanish for "hood herb" and its use in this connection is said to have been based on the presence of an herb, not unlike a wild grape, that is still found on Yerba Buena Island in San Francisco Bay, now commonly known as Goat Island.

San Mateo to San Lucas

Eighteen miles south of San Francisco, on the Coast Lines, Coast Division of the Southern Pacific, is San Mateo, named after St. Matthew, author of one of the books of the Scriptures. Palo Alto, meaning high skirt or tree, thirty miles distant from San Francisco, was named after a giant redwood which still stands by the railroad bridge near the station, and furnishes the subject for cover

picture of this issue. The town was named by the Anza expedition, of 1775-7. Santa Clara was named after Clara de Asis, founder of an order of Franciscan nuns, noted for their strict lives. St. Clara's special symbol is the lily.

San Jose, named after St. Joseph, was the site of the first colony of white settlers in California. Spurred on by the fear of foreign aggression, the Spanish authorities decided to colonize their possession. They imported an inferior element from Sonora for the purpose. The pueblo was founded in 1777 but the Mission of the same name was not established until twenty years later.

Coyote, named after the native wolf of California, an Aztec word and originally coyoti, is 59 miles south of San Francisco. Madrone, properly Madrono, was named by the Spaniards after the beautiful evergreen tree that is indigenous to the state. San Martin, six miles north of Gilroy, was named after St. Martin, as the name indicates. Salinas, 114 miles south of San Francisco, was first touched by the Portola expedition in 1769 and took its name from a series of salt marshes along Salinas creek. Chualar, 11 miles south of Salinas, was named after the pig weed or goose foot, which abounds in the neighborhood. The Spanish term is chual. Soledad, literally, Lonesomtown, 140 miles south of San Francisco, was named because of the dry plains in the neighborhood. These plains, however, upon cultivation proved to be exceedingly fertile. A mission, established there in 1791, has been almost obliterated. San

Lucas was named after St. Luke. San Miguel, 203 miles south of San Francisco, is named after St. Michael, the 'first and mightiest of created spirits.' The town was founded near the site of the mission of the same name which was established in 1797.

Pass of the Oaks

Paso Robles, properly Paso de Robles, or pass of the oaks, is 212 miles from the city of San Francisco. It was named by Father Crespi for the great number of oaks with which the valley was populated. Atascadero, now the site of a model town, translated means boggy ground or quagmire. Santa Margarita, St. Margaret, was named after the Saint who is the patroness of births.

San Luis Obispo, or St. Luis the Bishop, was named after the Bishop of Toulouse of the same name. Diaries of members of the Portola expedition called the valley in which the town is found, La Canada de los Osos, the glen of the bears, which were reported to have been numerous in the neighborhood and, at a later date, provided meat for the starving mission at Monterey.

Pismo is derived from a similar Indian word, meaning 'a place to fish.' The origin of Guadalupe is uncertain. It is, however, a Christian name in Spanish. Conception was named after the 'immaculate conception' of the Virgin.

Gaviota is Spanish for seagull. Father Crespi, in his diary, says that at this point one of the soldiers killed a seagull.

Goleta, eight miles northwest of Santa Barbara, is Spanish for schooner. Though the connection is not made plain it is probable that the Spaniards, following a familiar custom, saw a ship off the coast at this point and called the place Goleta.

"This is the first of a series of articles the Bulletin plans to print from time to time on the names of towns on Southern Pacific Lines having Spanish or Indian origin. The chief source of data used in these articles is the interesting book, 'Spanish and Indian Place Names of California' by Nellie Van de Grift Sanchez, published by A. M. Robertson, San Francisco.



Mission San Jose, located about 16 miles from the city of San Jose, is one of California's landmarks. The name is honor of St. Joseph, and it is said the city was the site of the first colony of white settlers in California.

CROWLEY AND BAIRD NAMED ON PENSION ROLL



James Crowley

James Crowley and Geo. H. Baird, well known employees of the Southern Pacific, have just recently been retired on the honor roll of pensioners. An account of the long service of Mr. Crowley, who has been in the employ of the company since June, 1881, was given in the last issue of the Bulletin. His photograph did not arrive in time to be included in that issue with the other pensioned veterans who boast over 40 years' service. During the past several years he has worked at the Del Monte Junction station and is now living at Castroville, Cal.

Mr. Baird has been retired from his duties as Foreman in the Bridge and Building Department on the Portland Division, with 38 years 3 months service. He is one of the best known employees on the northern division.

He started his railroad career as a brigadier on the New Brunswick Railway in September, 1873. Coming west in 1881 he worked for a time at Gunnison, Colo., and was at Silver Cliff, Colo., at the completion of the Denver and Rio Grande in 1884. He entered the service of the Southern Pacific as a carpenter on June 21, 1884, on the California and Eastern Railroad. In 1891 he came over to the Southern Pacific proper and has been continuously employed until his recent retirement.

During his long service Mr. Baird has seen many changes take place on Southern Pacific lines in Oregon and has witnessed the growth of Portland from a small village to a large city.

MILLIONS RIDE SAFELY ON S. P. BOATS AND FERRIES

A total of 25,763,989 passengers were carried on Southern Pacific ferries and Sacramento River steamers in the past year, according to report of Superintendent Captain Chas. F. Heath. During this period 948,371 passengers were transported over the car transfer boats plying between Port Costa and Benecia.

During the past four years 109,317,338 passengers have been caried on the ferries and river boats in this period not a single serious accident has happened to a patron.

Old Guard Club Has Banquet

Entertainment Follows Election and Interesting Talks Deal with Earlier Days

By E. H. McCRUM

THE Fourth Annual Dinner of the Morgan Line Old Guard Club was held on Saturday evening January 20th, 1923, at the Hotel Astor, New York. A business meeting, presided over by President S. Ira Cooper, was held preliminary to the dinner, and the following officers were elected for the year 1923:

President, Wm. Simmons, General Freight and Passenger Agent; First Vice President, G. W. Von Osthoft, Purchasing Agent; Second Vice President, W. W. Arthur, Chief Clerk, Executive Traffic Department; Secretary-Treasurer, John J. Mackin, Assistant Terminal Superintendent.

In the dining room the arrangements were perfect in all respects. At the speakers' table, over which Mr. Cooper presided, were seated at the right of the toastmaster, Julius Kruttschnitt, Chairman of the Executive Committee; Commodore C. W. Jungen, Manager Morgan Line; F. H. Plaisted, Assistant Director of Traffic; while at his left were Lewis J. Spence, Director of Traffic; W. W. Simmons, and Hugh Neil, Secretary.

This was the first dinner at which the club was honored with the presence of Mr. Kruttschnitt. We also had cause to congratulate ourselves in having with us Mr. Spence and the other officers at the speakers' table. Percy A. Child, in charge of Pacific Coast Department of the Morgan Line, the oldest employee member of the Club, delighted the gathering with his reminiscences. His talk was a revelation. He said he regretted being only "a Cog" when he wanted to be a "Fly Wheel" in the organization.

He reviewed activities of the Morgan Line organization, beginning with the time when it was composed of an agent and five men, with one steamer, the "Lone Star," while we now have the largest aggregation on the Seacoast-Gulf route.

Mr. Plaisted talked on service, and stressed the point that service did not in any sense mean to be servile. He also spoke of the vastness of the Southern Pacific organization, the number of employees being approximately 80,000 and the responsibilities falling on each employee for the success of the whole enterprise.

Mr. Simmons touched upon the avidity of some folk to press a man into a presidency, particularly of a club, and more particularly of the Old Guard Club, by saying there would be "absolutely nothing to do," and since he was assured of this fact he had laid aside his usual modesty

and hesitancy and had accepted the presidency of the club, as he felt he was entitled to "one job in which there would be nothing for him to do." Mr. Jungen was "glad to be with us" and "would rather listen than talk" and so enjoyed his evening as a sailor-man best likes.

Mr. Spence expressed pleasure at "finding himself among Christians" and told a story apropos of the occasion. Ficking up Mr. Child's remark as to being "only a Cog," he spoke on the necessity for and importance of each cog in the perfect working of the whole and accentuated the point that no cog should be permitted to get out of order, as a ship of the smallest of them was felt throughout the whole and meant more in detriment than was discernible to the casual observer. The question of continuous service having been touched upon, forty-five years being the service by one present, Mr. Spence believed he was up near the top, his service dating from 1885.

Mr. Kruttschnitt, last to speak, took us back to 1878: Morgan City, the Vermilion River; Lafayette; the Afro-American Labor; and to the days when two fine big Missouri mules used to haul the cars from the wharf to the tracks. The mules, almost human in their intelligence, knew just when the car was at the top of the incline, there being no need of lantern or bell to apprise them of when they reached the peak of the haul.

He spoke of the development of our present day organization from four steamers in 1878 between all ports, to the present splendid fleet of twenty-eight ships, not including the numerous tugs and lighters owned by the company. There were four stock holders in 1878 while at present there are 58,000. It was a most interesting talk and one which will leave a lasting impression.

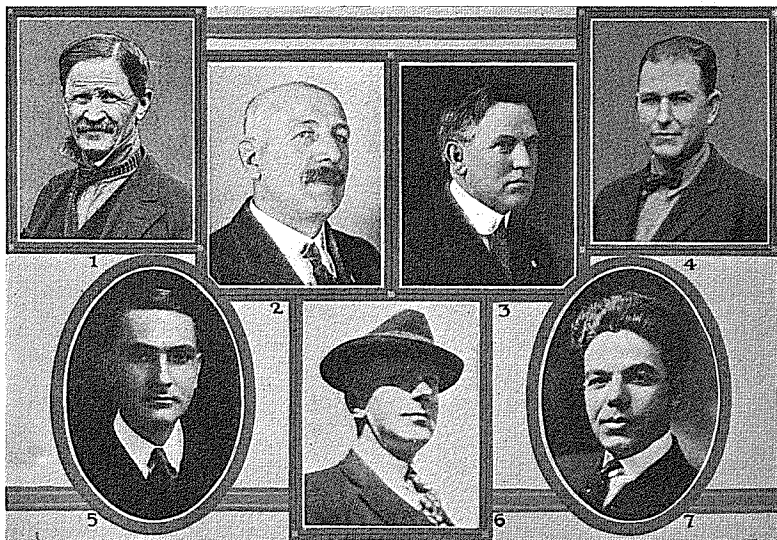
The old songs and the new were sung with gusto and feeling by the Old Guards. The talent was of the best. Pianist, violinists, interpretive dancer, and bass soloist furnished the special numbers.

To say it was an evening of real delight is not too much for "it's always high feather when Old Guards get together."

During the past ten years the Southern Pacific has brought nearly 4,500,000 Eastern tourists and travelers to the Pacific Coast via its American Canyon, Sunset and Shasta Routes.

Having read your Bulletin—Pass it along

MEN LEADING IN SAFETY WORK ON THE S. P.



Southern Pacific employees who lead in promoting safety work during 1922. 1. G. W. Rushton, Assistant Gang Foreman, Los Angeles Shops; 2. Michael McNamara, Assistant Chief Engineer, "Friedmont"; 3. W. S. Corbin, Engineer, Coast Division; 4. LeRoy Young, Gang Foreman, Los Angeles Shops; 5. C. E. Blair, Piper, Sacramento Shops; 6. W. A. Murney, Yardman, Portland Division; 7. T. P. Franco, Brakeman, Stockton Division.

BAKERSFIELD ACCOUNTANTS WIN TEN PIN SERIES

Teams representing the Accounting and Timekeeping Bureaus of the San Joaquin Division met in a series of three games of ten pins at the Majestic Alleys in Bakersfield on February 14. The accountants were victorious by the score of 2197 to 1816. Jennings of the Accounting Bureau had high score with 181 and Tharp of the same team carried high average honors of 170 points. Score follows:

Accountants	Timekeepers
Steiner 467	Meyerhoffer 373
Hess 350	Thorndyke 421
Jennings 469	Tracy 417
Scholz 400	Voorhies 242
Tharp 511	Stillens 363

Total 2197 Total 1816

Hardly Possible

McCullough: Did your watch stop when you dropped it on the cement walk the other day?

Harvey: Sure, did you think it would go through?—Exchange.

WITH a total of 790 credits, G. W. Rushton, Assistant Gang Foreman at the Los Angeles General Shops, is the leading employee on the Pacific System of the Southern Pacific in the matter of promoting safety during the year 1922. Michael McNamara, Assistant Chief Engineer on Ferryboat "Friedmont," stands at the head of the Northern District, and W. S. Corbin, Engineer on the Coast Division, heads the Southern District.

Credits are awarded employees on the basis of number and practicability of suggestions offered at the safety meetings which are held periodically on the various divisions of the system. Medals, suitably engraved, are now being manufactured and will soon be ready for distribution to the six employees on each division, and in each general shop and store, who did most in the furtherance of safety work during the year 1922.

Full details are shown in the statement on the opposite page, the rank on the System being indicated by the number of credits.

BRITISH RAILWAYS NOW IN FOUR LARGE SYSTEMS

The British railways have recently completed the consolidation of more than a hundred separate companies into four large systems, according to the Railway Age. This consolidation has been made in accordance with requirements of the Railways Act of 1921 which provided that unless the railway companies effected such amalgamation before January of this year, an "Amalgamation Tribunal" would determine the terms of consolidation.

"Railway Consolidation in Great Britain," says Railway Age, "has been made upon a regional basis and the new systems are, generally speaking, non-competitive. The names of the new companies are the London & North Eastern, the London, Midland & Scottish, the Great Western and the Southern. Thus has begun a new era in British railway history."

There never was a financier like Noah. He floated his stock when the whole world was in liquidation.—Ex.

"CONSCIENCE FUND" OF S. P. TOTALS NEARLY \$1500

Contributions to the "conscience" fund of the Southern Pacific Company, ranging in amounts from one cent to \$200, total \$303.47 for the year just closed. This is the largest yearly contribution to this fund since it was established in 1907. From 1907 to 1922 inclusive a total of \$1468.14 has been remitted to the Company by persons obeying the dictates of their conscience.

A majority of the remittances have been made to cover rides on freight trains. There are many other varied and interesting fraudulent dealings related and in practically every incident it is mentioned that this squaring of accounts has been prompted through the desire to uphold religious belief.

"I was overpaid one cent on my check and as an honest employee I return it," was the explanation accompanying the smallest remittance. The largest sum of \$200.00 came from a religious source at Ogden, Utah, which amount has been turned in to the church as "conscience money."

Six cents in postage stamps was sent "from a child who failed to pay fare" and one dollar was remitted by a former employee who acknowledged "filching a small amount of money on storage, etc., some years ago while Agent for the Company."

Six years ago an Oakland man short of change walked out to Oakland Pier and then sneaked through the gate onto the Ferry. He sent in ten cents to cover the fare. Another remittance came from an employee who claimed he had taken material from the Company and sent along \$5.50 to relieve his troubled mind.

The yearly totals of these contributions follows:

1907	.....	\$ 9.75
1908	.....	3.55
1909	.....	56.75
1910	.....	20.00
1911	.....	32.60
1912	.....	99.70
1913	.....	29.30
1914	.....	7.20
1915	.....	58.00
1916	.....	73.51
1917	.....	241.58
1918	.....	21.51
1919	.....	114.34
1920	.....	122.71
1921	.....	41.33
1922	.....	303.47
Total	.....	\$1468.14

BALLARD NEW DEPOT AGENT FOR S. P. AT SACRAMENTO

M. L. Ballard, who has been Chief Clerk in the office of C. E. Spear, District Freight & Passenger Agent, at Sacramento for the past year, has been appointed Depot Ticket Agent at the Sacramento Station. He was formerly agent at Oroville. A. J. Plank, who for the past seven years has been agent at Placerville, has been appointed Chief Clerk to Mr. Spear. A. K. Snyder has been appointed to the agency at Placerville.

Leaders in Promoting Safety

Following statement shows the standing of Southern Pacific employees on the Pacific System who have been awarded medals for promotion of safety in 1922. Ranking of each employee is indicated by the credits awarded on the basis of number and practicability of safety suggestions offered during the past year:

NAME—OCCUPATION	Division or Shop	Number of Credits	Rank in District	Rank in Shop
G. W. Rushton, Assistant Gang Foreman	Los Angeles	790	1	1
C. E. Blair, Piper	Sacramento	421	2	2
Michael McNamara, Asst. Chief Engineer	Steamer	287	1	1
W. S. Corbin, Engineer	Coast	280	1	1
W. A. Murney, Yardman	Portland	250	2	2
J. L. Estrange, Brakeman	Sacramento	244	3	3
W. A. Reid, Brakeman	Stockton	226	1	1
T. P. Franco, Brakeman	Shasta	223	3	3
L. Young, Gang Foreman	Los Angeles	220	2	3
C. W. Bradley, Engineer	San Joaquin	197	2	4
F. W. Dorsh, Sheet Metal Worker	Sacramento	196	4	4
C. H. Rippon, Mech. Dept. Estimator	Sacramento	190	6	5
L. Jackson, Brakeman	Salt Lake	178	6	6
C. Baker, Yardmaster	Portland	177	7	7
V. P. Friesell, Conductor	Tucson	175	3	8
P. Williams, Machinist	Shasta	173	6	9
A. R. Shaw, Engineer	Stockton	167	9	10
A. H. Morgan, Machinist	Sacramento	166	10	6
W. B. Osborne, Machinist	Los Angeles	165	10	7
J. M. Herstine, Fireman	Salt Lake	153	10	8
P. E. Murray, Painter	Sacramento	151	11	8
Jos. A. Buchener, Leading Workman Joiner	Steamer	141	11	9
R. H. Wells, Conductor	Sacramento	139	12	10
J. R. Comport, Blacksmith	Los Angeles	135	12	11
J. S. Gageby, Foreman	Sacramento	135	13	12
A. L. Bauer, Yardman	Sacramento	131	13	13
H. H. Holmes, Captain	Steamer	130	14	14
J. J. Pratts, Assistant Engineer	Steamer	125	15	15
R. L. Castled, Engineer	Portland	123	16	16
S. C. Ferris, Fireman	Shasta	119	17	17
John Sorenson, General Foreman	Los Angeles	106	18	18
H. M. Horn, Engineer	San Joaquin	101	19	19
W. H. Hatson, Conductor	Coast	101	20	20
B. E. Balis, Conductor	Shasta	96	18	21
W. E. Blanchard, Yardman	Western	95	19	22
C. C. Barlin, Fireman	Western	93	20	23
S. Williamson, Yardmaster	Stockton	92	21	24
W. Parks, Yardmaster	Western	91	22	25
A. Terry, Yardman	Sacramento	91	23	26
P. L. Burdick, Yardman	Coast	91	6	27
E. W. Davis, Machinist	Coast	90	7	28
B. F. Eker, Engineer	Tucson	90	8	29
E. D. Kirk, Conductor	Stockton	90	24	30
Otto Olson, Captain	Stockton	80	25	31
W. C. Layman, Fireman	Stockton	80	26	32
L. T. Booth, Brakeman	Salt Lake	78	27	33
G. Karmann, Fireman	Coast	78	28	34
J. H. Dowdy, Engineer	Salt Lake	76	29	35
I. H. Robinson, Conductor	Shasta	75	30	36
K. F. Long, Engineer	Western	73	31	37
W. H. Wamsley, Engineer	East Bay Electric	73	32	38
John A. Lewis, Second Officer	Steamer	65	33	39
A. M. Baldini, Fireman	Coast	64	34	40
S. S. Eastman, Engineer	Stockton	63	35	41
L. Broker, Yardman	Stockton	62	36	42
E. H. Kammerer, Electrician	Los Angeles	60	37	43
J. J. McInerney, Foreman Car Inspectors	Sacramento	60	38	44
W. J. Faulkner, Yardman	Sacramento	60	39	45
H. F. Brown, Brakeman	Tucson	60	40	46
B. L. Hudson, Yardman	Portland	60	41	47
J. Phelan, B & B Foreman	Portland	60	42	48
P. R. Newell, Yardman	Western	56	38	49
S. B. Ferrer, Engineer	Portland	56	43	50
L. Harrington, Yardman	Portland	55	40	51
P. S. Gillette, Apprentice Instructor	Western	55	41	52
G. Henry, Air Brake Foreman	Salt Lake	52	42	53
C. A. Stone, Conductor	Salt Lake	49	43	54
J. J. McGrath, Engineer	Los Angeles	46	44	55
B. Bauman, Conductor	Los Angeles	45	45	56
W. E. Carney, Engineer	Los Angeles	45	46	57
J. J. Hansen, Conductor	San Joaquin	45	47	58
D. H. Rhodes, Conductor	San Joaquin	45	48	59
H. A. Sullivan, Brakeman	Los Angeles	45	49	60
H. C. Thompson, Yardman	San Joaquin	45	50	61
M. C. Weimer, Fireman	Tucson	40	51	62
B. W. Mitchell, Conductor	Los Angeles	31	21	63
Charles Codd, Engineer	Tucson	30	22	64
R. C. Walton, Section Foreman	San Joaquin	29	23	65
J. H. Holton, Inspector	East Bay Electric	25	44	66
N. Hill, Engineer	Los Angeles	20	45	67
A. R. Fields, Conductor	East Bay Electric	15	46	68
Jack Goetz, Leading Signaller	East Bay Electric	15	47	69
T. C. Morey, Motorman	East Bay Electric	15	48	70

Southern Pacific Bulletin

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K. C. INGRAM, Editor

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NO more interesting feature has ever been presented by the Bulletin than the series of articles and letters from employes on home owning beginning in this number.

Read these brief articles. You will find in them a forthright sincerity. You will find many practical suggestions, and, here and there, an enlivening touch of original philosophy or an occasional flash of something that is very much akin to poetry.

Read how each of these families traveled westward from bleak climates and by their steadfast determination and common-sense thrift established homes that mark them as substantial factors in the communities where they live. Read how one employe and his family found health and satisfaction in building an adobe house down in New Mexico, sometimes working upon it into the night with the aid of lamp light. Hear the happy song of a man who crossed the continent to Tucson, Arizona, and found a little paradise where every night he sees the stars twinkle through his rose arbor. Consider how, after 20 years of fruitless toil in the East, another man brought his wife and nine children West, went to work for the Southern Pacific and within three years bought and paid for a home. Sense the feeling of security, contentment and justifiable pride of Southern Pacific home owners in California, Nevada and elsewhere.

The spirit manifest in these articles is easy to understand. When a man is writing about his home, he is writing about the thing that is the center of his life, the thing that he has worked and fought for.

And here is another outstanding fact: That those who have acquired homes are eager to encourage and assist their fellow employes to go and do likewise. These articles disclose a

Following is from report submitted to last convention of the Investment Bankers Association of America by its committee on Railroad Securities:

AS to the claim from some quarters of overcapitalization, it may well be that in some instances where overcapitalization may have occurred, it is the direct result of the policy of not granting sufficient rates to enable the carrier to pay out of earnings for expenditures properly chargeable to earnings, so that at times the carrier has been forced to meet these expenditures through the use of capital obligations. Had there been always a true and uniform method of accounting, reasonable earnings, a balanced capitalization, the difficulties of valuation would have been much less. It is a difficult matter to distinguish between reasonable rates, rates that are less than reasonable and rates that are more than reasonable. All these things have had their effect on the credit of the carriers.

From the reports of tentative valuation thus far submitted by the Commission, however, it would appear, not only that the roads are undercapitalized, but that their real value is so much in excess of their outstanding capital obligations that the result must be a salutary effect on their credit.

fine spirit of mutual helpfulness among members of the Southern Pacific's household.

It is evident the series will show that Southern Pacific employes, owning homes in communities throughout the West, are an important and substantial class of citizens who add strength and soundness to western social and commercial life.

Anyone who reads the Bulletin, whether he be a Southern Pacific employe or not, will find in the articles given in this and subsequent numbers not only suggestions of practical nature but inspiration.

"The management of our principal railways today, by all the tests of administration, of load factors, of mechanical efficiency, etc., is the most efficient transportation machine in the world in so far as it is not limited by causes beyond the managers' control."—Herbert Hoover.

Pertinent Paragraphs

"To insure good service the railroads require and earnestly ask the co-operation of the public to equalize as far as possible their calls on the railroads throughout the year by the creation of adequate storage facilities, replenishing stocks of materials in slack times, by loading cars to their marked capacity, and by reducing delays by prompt loading and unloading."—J. Kruttschnitt.

"There are several contributing causes in the struggle for success in this day of keen competition, but above all it is merit that counts. In this, of course, is included character, probably the greatest asset a man can possess. Without merit and character a person can never hope to be successful in the true sense."—Chas. M. Schwab.

"I know of no problem exceeding in importance this one of transportation. In our complex and interdependent modern life transportation is essential to our very existence."—President Harding.

"We still contend that the auto busses, stages and trucks should pay their share of the upkeep of the state highway system, which, unless statistics are untrue, they are not doing at the present time."—Santa Clara "News."

"The two most important qualifications of a successful ticket salesman are—knowledge of the goods he has for sale and an ability and desire to serve the prospective customer pleasantly and well."—F. E. Watson, Asst. General Passenger Agent, Los Angeles.

"It ought to be plain, and to any clear, fair-thinking person it will be plain, that it is as wrong and as mischievous and as foolish to be anti-railroad as to be anti-agriculture or anti-business, or anti-labor."—Chicago Tribune.

"A man who knows how to capitalize his good deeds is bound to be successful, but not so successful as the man who knows how to profit by his mistakes."—Life.

"Some self-denial in youthful years, together with systematic saving, will do much to make declining years easier."—Exchange.

"The railroads have done more than any other one factor to promote the unity of the nation. How much that means only those of us fully appreciate who travel widely over the land."—John R. Mott.

COMMENDATIONS FOR COURTESY

Public Appreciation For Personal Service of S. P. Employes

Efficiency Recognized

"If I were again in business your telegrapher and clerk, O. M. Shreve, at Galt, is the kind of man I would want on the job," writes Hull McLaughry of Galt.

On two particular occasions Mr. Shreve has demonstrated his efficiency as a business-getter, which faculty, together with his tactful and courteous services, prompted Mr. McLaughry to write as follows:

"Last summer my wife and I made a trip to Alaska. It was our intention to go to Victoria by water. Through the persuasion and courteous attention of Mr. Shreve we altered our plans and went and returned by the Shasta Route.

"Recently I talked with Mr. Shreve about a trip East and after he had given me all information possible, I remarked that I was going down to Stockton to also talk the trip over with an agent of another railroad. Mr. Shreve saw me leave and when I stepped off the train at Stockton I was met by your traveling agent Mr. Olmstead to whom Mr. Shreve had evidently phoned. The result was that Mr. Olmstead sold me two tickets before I left the Stockton station.

"I call this good service. Mr. Shreve is patient and gives his attention to the minutest details."

Regarding An Undercharge

"The Southern Pacific extends courtesy in unstinted measure to the traveling public" says Chas. E. Craig of Missoula, Mont., in a letter to W. W. Martin, Agent at Porterville. Mr. Craig was writing to express appreciation of the courteous manner in which his attention was called to an undercharge in a ticket, saying that he was "pleased to acknowledge the indebtedness." He was also pleased with the services rendered by the train crew in delaying departure of the train and attending his baggage when he arrived at the Porterville station just as the train was about to leave and had yet to purchase tickets. It was in this hurried moment that the error in making change was made.

Service to Invalid Passenger

Brakeman George A. Wright of the San Joaquin Division is commended by F. H. Wilkins of Tulare in a letter to Superintendent Donnatin for attentive services recently tendered his father-in-law who was an invalid passenger enroute to Los Angeles. "The kindness and patience shown by your brakeman shall not be forgotten," writes Mr. Wilkins.

Last Word in Efficiency

The on time performance of Southern Pacific trains and the quickness and dispatch with which her baggage was handled were praised by Mrs. Clara E. Colville of Willows in a letter to George R. Idle, Ticket Clerk for the Company at Willows, who sold her her ticket. Mrs. Colville went to Columbus, Ohio, by way of Ogden and returned by way of New Orleans and Los Angeles. She says in her letter:

"Every conductor and brakeman, every porter, every man in uniform at every depot was 'the last word' in kindness and courtesy, and none of them more so than the man who made up my ticket and 'finerary.'"

Good Meals in Diner

"My eastern journey over the Southern Pacific Lines was ideal in every way," says J. M. Mason of Los Angeles in a letter to N. W. Ousterhout, Passenger Agent at Los Angeles. "I was served with the best meals in the diner I have ever eaten. Thanks to your efficient management in arranging every detail, my trip was satisfactory in every way."

Operator Aids Stockman

When W. C. Hale, prominent stockman of Casa Grande, Ariz., faced an unavoidable delay recently in spotting a car at a cattle chute for loading, Operator L. B. Vermillion at that station volunteered his assistance in spotting the car by hand and then offered to help in loading the cattle, for at that late hour he could spare a few minutes away from his key. "When one gets this kind of assistance I think the employer should know about it for it shows the employee certainly has the interest of the company at heart," said Mr. Hale in writing Superintendent Wm. Wilson.

Special Luncheon on "Alameda"

The dining room crew on the ferryboat "Alameda," George F. Klink, Assistant Manager Dining Car Department, and the Commissary Department in general are commended in a letter from A. E. Lawrence of the Bass-Hueter Paint Company of San Francisco, for the courteous and efficient attention accorded members of that organization when a luncheon was held aboard the ferryboat "Alameda." "The entire party was delighted with the luncheon served and the treatment received," writes Mr. Lawrence. "It will be remembered as one of the bright spots in a very successful convention of our Coast representatives."

Overtime to Please Patrons

In his endeavor to serve Southern Pacific patrons in every possible manner, a little thing like overtime on Saturday afternoon and extra work Sunday is not an unusual incident. Myron W. Terry, Assistant Claim Clerk at Los Angeles, judging from a letter by J. M. Haywood of Ambler, Penn., to F. S. McGinnis.

"I would indeed be ungrateful did I fail to thank your office in general, and M. W. Terry in particular, for courtesies and services extended me," writes Mr. Haywood. By reason of a change in itinerary Mr. Haywood applied to the Los Angeles office on a Saturday morning for substitution of and credit for transportation already purchased. Mr. Terry took the matter in hand and it was not until late Sunday evening when he received the final confirmation from an eastern line and was able to complete the tickets for Mr. Haywood.

Pleasing to Japanese

In expressing appreciation to Chas. S. Fee, Passenger Traffic Manager, for "the splendid way in which the Southern Pacific took care of the Japanese Silk Delegation while in San Francisco and Los Angeles," N. Tatsukawa, prominent importer, particularly praised the courteous services rendered by T. F. Rosler, Passenger Agent at San Francisco, and C. A. Pestor, Passenger Agent at Los Angeles. "Friends of the members in this delegation will surely take advantage of the Southern Pacific service when they visit this country," wrote Mr. Tatsukawa.

Courteous Freight Service

Geo. O'Brien, Assistant Delivery Order Clerk at Fourth & Berry freight station in San Francisco, is commended by S. V. Walton of San Francisco for his careful and courteous attention given a shipment of household goods shipped from Marysville. "His service was so commendable that I vote him a medal of some sort," was Mr. Walton's comment.

Spencer Is Commended

A. H. Spencer, Ticket Agent at the First and Broadway station in Oakland, is commended in a letter from L. N. Hibberd of San Francisco to Chas. S. Fee, Passenger Traffic Manager. "I could not help noticing the nice way in which Mr. Spencer meets the people," writes Mr. Hibberd. "I have never seen a better combination of courtesy and kindly interest in giving information asked for coupled with a fine tinge of personal dignity."

Having read your Bulletin—Pass it along

Employee Business-Getters Set New Record

Volume of Traffic Obtained Largest Since Campaign Started. Trophy Will be Awarded Division Having Highest Score on March 31

A HANDSOME trophy is to be awarded the division having the highest score in the employees' business-getting campaign at the close of business on Saturday, March 31.

Announcement of the winning division will be made in the May Bulletin.

Such good-natured, keen rivalry has been shown by the various divisions it has been decided that these efforts of the employees in obtaining tips on prospective business should be rewarded.

The trophy, probably a silver cup or decorated banner, is to serve that purpose and on March 31 the last lap of the campaign which has been in progress since last June will be brought to a close. The division leading in points at that time will become the temporary owner of the trophy, which is to be rewarded each quarter to the leading division.

The campaign is just getting well started. New features will be announced in the April Bulletin.

Lists of employee business-getters will continue to appear in the Bulletin.

A New High Record

Month by month the traffic tips turned in by Southern Pacific employees are increasing in number and the results in obtaining additional business for the Company are growing better and better.

The volume of business secured on



G. L. SNIVELY
Assistant Head File Clerk, Ogden, Utah,
has headed Salt Lake Division Standing.

Tucson Division (Second In Business Getting)

OFFICIAL SCORE BOARD

Division	Points February	Total to Date
Portland	3304	11,368
Tucson	2071	6,223
Los Angeles	1300	5,947
Gen. Offices	330	4,203
Coast	475	2,784
Western	227	1,610
Sacramento	117	889
Stockton	55	462
San Joaquin	110	429
Salt Lake	57	303
E. Bay Elec.	12	162

tips furnished the traffic departments during the past four weeks is much larger than for any month period since the campaign was started. This is particularly true of freight business. The large number of standing routing orders and car load shipments have been a big boost on the score board for the divisions where such hustling business-getters are employed.

In addition there are hundreds of tips still being "run down." On many the business will be routed in the near future. On others a second visit to the prospect will undoubtedly swing the passenger or freight traffic to the Southern Pacific. And on still other tips the solicitors are now out lining up the business, the information on which was furnished by employee business-getters.

This enthusiasm shown by employees on every division and in every department of the Southern Pacific discloses team work and a spirit of mutual helpfulness that is the pride of any organization.

Portland Is Leading

Portland division employees again scored heaviest during the past month, rolling up 3600 points on freight business and 244 points on passenger business. This places the northern division well in the lead on the score board and speaks well for the divisional pride shown by the employees and for the effective organization built up under the direction of Superintendent E. L. King and officials in the traffic departments.

Employees on the Tucson Division have continued the spurt which brought their division up among the leaders and during the month turned in enough business to nose the Los Angeles Division out of second place. A total of 2030 points were scored

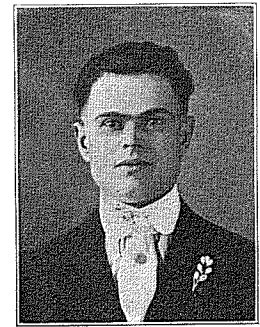
from freight business secured and 41 points from passenger business.

The accompanying list of business-getters shows so many employees who turned in tips resulting in large volumes of business being obtained that it seems hardly fair to single out any individuals for special mention. As a matter of fact the amount of business secured from a tip does not necessarily reflect the whole value of the tip. It is the interest and spirit of helpful cooperation shown by the employee that is one of the most valuable features brought out during the campaign. The same spirit prompts an employee to turn in a tip resulting in a small amount of business being secured as in turning in tips that bring forth large revenue. One is entitled to almost as much commendation as the other.

However, in the list this month is noted a number of striking examples of where the tip furnished by the employee has lined up unusually valuable traffic.

Big Business-Getters

L. A. Griffin, Clerk at Los Angeles, turned in a tip which resulted in the Southern Pacific obtaining five standing routing orders, and as a consequence the score of the Los Angeles Division was enriched by 500 points. P. G. Newlin, Clerk in the San Francisco Freight Office, increased the score of the Coast Division by 300 points through his tip on three standing routing orders. L. L. Stinson, Baggageman at Marshfield, Oregon, and R. W. Conlin, Storkeeper at Phoenix, Ariz., each added 200 points to the standing of their respective divisions.



NICK BAVARO
Junior at Oakland Pier, who has turned in many "live" passenger tips.

visions through two standing routing orders.

It is well to remember that where a standing routing order can be obtained the tip is entitled to 100 points. Several employee solicitors have found that a few remarks of personal solicitation, particularly where the tip has been in connection with the business of a friend or relative, has resulted in standing orders being obtained by the Southern Pacific traffic representative.

Tips which resulted in the most valuable business were those added by Albert Addington, Collector at Phoenix, Arizona. During the month Mr. Addington's tips resulted in obtaining 26 carload shipments via Southern Pacific lines. V. M. Peterson, Car Distributor at Roseburg, Oregon, turned in tips securing the routing of 16 car load shipments, and the tips of A. B. Wilson, Roundhouse Foreman at Albany, Oregon, added 12 more

car load shipments. With a few tips like those last two it is not difficult to understand the strength of the Portland Division, where the employees seem to center their efforts on freight business and big orders at that.

Los Angeles Division employees lead in the number of passenger points during the month, with a total of 790. The General Offices were second with 330 points.

Rufus D. Smith, Station Baggage-man at Santa Barbara, is the champion passenger business-getter, adding 292 points to the Los Angeles Division standing. Mr. Rufus' tips were all on business originating at eastern points and resulting in the sale of tickets straight through to Santa Barbara. He evidently has unearthed a pet plan for getting inside information and is certainly using it to advantage in boosting the standing of his division.

Wallis Forbes, H. J. Rich, and Arthur S. Riggins, employees in the Information Bureau at Los Angeles, have been keeping an ear open for prospective business and their tips have added materially to the number of Los Angeles Division points.

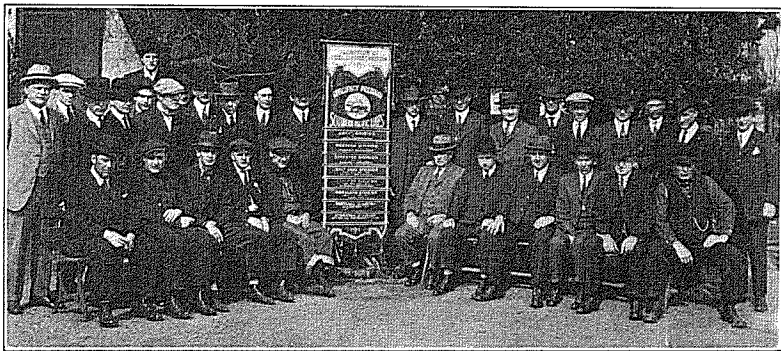
This month will see the end of the first part of the campaign. The best part of a month remains in which to boost the standing of your division. A banner is to be awarded the division leading in points on the 31st of March but the present leading division is far from having a cinch. With every employee on the look out for prospective business it's not an impossible matter to run up several thousands of points. It's anybody's pennant so let's see how many successful tips can be crowded into the Bulletin next month.

Following is a list of recent business-getting tips as reported by Mr. Luce and Mr. Fee:

Addington, Albert, Collector, Phoenix, Ariz.	26 car load shipments.
Anderson, W. D., Pension Engineer, Western Division, Oakland.	1 ticket to Great Falls, Mont.
Anderson, A. E., Clerk, Portland, Oregon.	1 car load shipment.
Beck, W. H., Clerk, Eugene, Oregon.	1 ticket to Dallas, Tex., and return.
Brady, B. J., Clerk, Sacramento.	1 ticket to Boston and return.
Bee, Mr., Freight Claim Office, San Francisco.	2 tickets to Yellow Springs, O.
Barker, Geo. A., Rate Clerk, Eugene, Oregon.	1 car load shipment.
Bell, J. T., Division Examiner, Coast Division, San Francisco.	1 ticket to Cleveland, Ark.
Billow, F. C., Yardman, Albany, Oregon.	3 car load shipments.
Bentley, G. E., Conductor, Portland Division, Portland.	1 ticket to New York and return.
Boedeker, J., Secretary to A. F. T. N., San Francisco.	1 less car load shipment.
Bonnah, Allan F., Structural Designer M. of W. Department, San Francisco.	2 tickets to Philadelphia and return.
Baldwin, F. C., Assistant Cashier, Eugene, Oregon.	3 tickets to Chicago and return.
Bornstein, Samuel, O. S. & D. Clerk, San Francisco.	1 ticket from Los Angeles to San Francisco.
Bosch, A. E., Freight Clerk, Monterey.	1 car load shipment.
Bridges, L. A., Ticket Stock Clerk, San Francisco.	1 less car load shipment.
Brooke, E. M., Head Rate Clerk, Stockton.	1 ticket New York to Los Angeles.
Burns, Doris, General Clerk, Assistant General Freight and Passenger Office, Reno.	1 ticket to New York and return.
Chapman, H. B., Telegrapher, McMinville.	1 ticket to Boston and return.
Connor, J. P., Clerk, Los Angeles.	2 tickets to Philadelphia and return.
Christianson, N. E., Cashier, Junction City.	1 ticket to Los Angeles.
Crafton, L. J., Cashier, Roseburg, Oregon.	1 less car load shipment.
Coleman, Irving M., Fourth and Berry Sts., San Francisco.	1 ticket to Renville, Minn.
Coxon, Wm., Foreman, Bowie, Arizona.	1 standing routing order.
Conley, Geo., Conductor, Roseburg.	1 ticket from Boston to San Francisco.
Conlin, R. W., Storkeeper, Phoenix, Ariz.	1 car load shipment.
Connors, Miss Grace, Information Operator, Oakland Pier.	4 tickets from Parkersburg, W. Va. to Roseville.
Cousins, Kathryn H., Stenographer, Assistant General Freight and Passenger Office, Reno.	1 standing routing order.
Covington, T. C., Rate Clerk, District Freight Office, Oakland.	1 car load shipment.
Craig, H. F., Secretary to General Passenger Agent, Portland.	1 ticket to Louisville, Ky.
Dooley, J. F., Chief Clerk, Albany, Oregon.	1 ticket to Salt Lake and return.
Davis, J. B., Telegraph Operator, Hayward.	1 ticket to Boston and return.
Delky, D. Owen, Trans-Continental Frt. Inspector, Watsonville.	2 tickets to New York and return.
Dickson, Sam. B., Chief Clerk, Auditor of Freight Accounts, San Francisco.	1 ticket to Columbus, Ga.
Daring, Wayne, Cashier, Denning, New Mexico.	2 tickets to Chicago via New Orleans and return.
Doherty, John, Groundman, East Bay Electric Lines, Oakland.	1 car load shipment.
Edwards, O. A., Operator, Phoenix.	1 ticket to San Diego.
Elliot, Geo. W., Cashier, Long Beach.	1 ticket to Seattle and return.
Ellis, F. L., Signalman, Stockton.	5 tickets to New Bedford, Mass.
Englehart, Herman, Engineering Department, San Francisco.	2 tickets to Little Rock, Ark.
English, R. H., Fourth St. Tower, San Francisco.	1 ticket from Stockton to New York and return.
Erwin, Clara B., Secretary to Passenger Traffic Manager, San Francisco.	1 car load shipment.
Erickson, Geo. A., Rate Clerk, District Freight Office, Oakland.	2 tickets to New York.
Fallin, Howard A., Clerk, Grants Pass, Oregon.	1 tickets from Lexington, Ky., to Phoenix.
Forbes, Wallis, Information Bureau, Los Angeles.	2 tickets from Emsworth, Pa., to Long Beach and return.
Fauquet, W. H., Ticket Clerk, 1st & Broadway, Oakland.	1 ticket to Breckenridge, Tex.
Fitzgerald, Ed., Brakeman, Western Division, Oakland Pier.	1 ticket to Boston.
	1 ticket to Cristobal, So. Am.
	2 tickets to New York and return.
	1 ticket to Durant, Okla.
	1 less car load shipment.
	1 ticket to New Orleans and return.
	1 ticket to St. Louis and return.
	1 ticket to New York and return.
	1 ticket to Kansas City and return.
	1 ticket to Cleveland and return.
	1 ticket to Cincinnati and return.
	1 ticket to Detroit.
	1 ticket to Springfield, Mo.
	3 tickets to New York.
	2 tickets to Jacksonville, Fla.
	3 tickets to Minneapolis, to Los Angeles.
	1 ticket to Washington, D. C.
	2 tickets to St. Louis, Mo.
	1 ticket to Burlington, Colo.
	1 ticket to Detroit.
	1 C. L. shipment.
	2 H. Goods to Boston.
	1 ticket to Oklahoma City, Okla.

Hugh, H. J., Information Bureau, Los Angeles.....	1	tickets to Kansas City.
	2	tickets Chicago and return.
Riggins, S. Arthur, Information Bureau, Los Angeles.....	2	tickets Kansas City and return.
	1	ticket New York and return.
	1	ticket to Perry, Iowa.
	3	tickets to New York.
	1	ticket to St. Petersburg, Fla.
	1	ticket to Des Moines, Iowa.
	1	ticket to Indianapolis, Ind.
	1	ticket to Oklahoma City.
	1	ticket San Antonio, Tex.
	2	tickets Chicago and return.
	1	ticket to New York and return.
	1	ticket to Houston and return.
	1	ticket to Ft. Worth and return.
Riley, Mr. Clerk, San Fernando.....	1	ticket to Perry, Ia.
Ridson, W. O., Conductor, Sacramento Division, Sacramento.....	1	ticket to Yakima, Wash.
Rogler, J. E., Freight Exchange Department, San Francisco.....	1	ticket to New York and return.
Rogers, R. M., Car Repairer, Portland, Oregon.....	2	tickets to New York.
Sale, W. C., Telegrapher, Watsonville.....	2	tickets to New York and return.
Salmson, A. M., Conductor, Southern Pacific Co., San Francisco.....	1	less tickets to Santa Barbara.
Seamonds, John L., Conductor, Tucson, Ariz.....	1	ticket New York to Stockton.
Schmidt, H., Fireman, Stockton Division, Stockton.....	1	car load shipment.
Scotter, Geo. A., Cashier, Silverton, Ore.....	2	tickets to Los Angeles and return.
Shackelford, M. A., Towerman, Oakland-16th St., Oakland.....	1	ticket to Malden, Mo.
Shannon, T. W., Brakeman, Western Division, Oakland Pier.....	1	ticket to Los Angeles and return.
Sherr, Chas. B., Southern Pacific Co., Ogden.....	2	tickets from Belton, Texas, to Sacramento.
Shunn, R. E., Machinist, Sacramento Shops, Sacramento.....	1	ticket to Graham, Texas.
Smith, Dick, Clerk, Phoenix.....	2	tickets to Santa Barbara.
Smith, Rufus D., Station Baggageman, Santa Barbara.....	25	tickets New London, Conn., to Santa Barbara.
	3	tickets Grand Rapids, Mich., to Santa Barbara.
	3	tickets Ottawa, O., to Santa Barbara.
	3	tickets Columbus, O., to Santa Barbara.
	3	tickets Philadelphia to Santa Barbara.
	1	ticket Chicago to Santa Barbara.
	4	tickets Akron, O., to Santa Barbara.
	3	tickets Boston to Santa Barbara.
	45	tickets Placerville, R. L., to Santa Barbara.
	1	ticket Woodstock, N. Y., to Santa Barbara.
Snively, Geo., File Clerk, Ogden.....	2	tickets Los Angeles to New Orleans.
Spooner, J. F., Telegrapher, McMinville.....	1	ticket to Chicago via El Paso and return.
Souza, Chas. R., Junior, East Bay Electric Division, Oakland.....	1	ticket to Los Angeles and return.
Spencer, W. R., Telegrapher and Clerk, San Francisco.....	1	ticket to Benton, Ill.
Stanton, R. M., Telegrapher, Hayward.....	1	ticket to Chicago and return.
Steinger, E. A., Manager Telegraph Department, San Francisco.....	1	ticket to Chicago and return.
Stewart, J. W., Telegrapher, Marshfield, Ore.....	1	standing routing orders.
Stoker, J. E., Auditor of Miscellaneous Accounts, San Francisco.....	1	ticket to New York via Ia., to San Diego
Stone, F. N., Passenger Brakeman, Salt Lake Division, Ogden.....	1	ticket to Los Angeles and return.
Svenson, H. J., Truckee, Portland, Ore.....	1	less car load shipment.
Tenogood, R. S., Assistant Engineer, San Francisco.....	1	ticket to New York.
Thomas, Geo., Switchman, Los Angeles.....	1	ticket to Indianapolis, Ind.
Trousdale, E. W., Conductor, Salt Lake Division, Ogden.....	1	ticket O'kland to Los Angeles.
	2	tickets to Los Angeles and return.
	1	ticket to San Francisco and return.
	1	tickets to Sacramento.
Turnbow, Bert, Foreman Section 36, Coast Division, San Miguel.....	1	ticket Harrisburg, Pa., to Oceano, Calif
Tucker, L. O., Ticket Clerk, Deming, New Mexico.....	1	less car load shipment.
Vieira, Ana M. C., Stenographer, General Passenger Office, San Francisco.....	1	ticket to Portland.
Volks, W. H., Stationmaster, Ferry Bldg., San Francisco.....	1	tickets to Nashville, Tenn.
Volks, F. J., Yardman, Coast Division, San Jose.....	1	ticket to New York.
	2	tickets to Chicago and return.
Walker, A. F., Chief Rate Clerk, General Passenger Office, Portland.....	1	ticket to Louis and return.
Wallace, M. A., Chief Dispatcher, Dunsmuir.....	1	tickets to Laredo, Texas.
Warner, John, Passenger Director, 3rd & Townsend Sts., San Francisco.....	1	tickets to Jacksonville and return.
Wilderness, Miss, Information Operator, Oakland Pier.....	1	ticket to New York and return.
	1	ticket to St. Paul.
	1	ticket to Salt Lake.
Wills, S. R., Engineer, Portland Division, Portland.....	1	ticket to Cleveland and return.
Wilson, A. B., Round House Foreman, Albany, Oregon.....	2	tickets Newport to Los Angeles
	12	car load shipment.
	1	less car load shipment.

STOCKTON CHAMPIONS IN FUEL OIL SAVING



Recent fuel meeting at Stockton was the occasion for a celebration in honor of the Stockton Division becoming permanent owner of the coveted fuel banner. Above group shows some of the officials and employees who attended the meeting.

AUSTRALIAN RAILROADS TO UNIFY THEIR GAUGES

Australia has 29,956 miles of railway of which 23,147 miles are owned by the commonwealth and state governments. Each state has its own railway gauge. Victoria's is 5 feet 3 inches; that of New South Wales is 4 feet 8½ inches; of South Australia, part 5 feet 3 inches and part 3 feet 6 inches; the gauges of Western Australia, Queensland, and Tasmania are 3 feet 6 inches; and the Commonwealth line, which connects the systems of South Australia and Western Australia, is 4 feet 8½ inches, which is uniform with the gauge of either state. To cross Australia from Brisbane to Perth one has to change cars six times, on account of change of gauge. A royal commission which has been investigating the feasibility of unifying the Australian railways has reported that complete unification will cost \$57,200,000, approximately \$278,000,000 at the normal rate of sterling-dollar exchange, and that to unify the main lines only will cost about £20,000,000.

Despite the heavy price, Australia is determined to proceed with unification as soon as it is financially able to and American manufacturers and exporters of railway construction material and rolling stock will do well to watch developments. Two of the Australian states have American railway commissioners, and though materials and rolling stock will be made in Australia as far as possible, the outlook for an important American participation in the unification work is good. —Los Angeles Commercial News.

STOCKTON Division has been awarded the fuel oil banner for the last quarter of 1922 and is now the permanent possessor of the trophy, according to J. N. Clark, Chief Fuel Supervisor.

This is the third time that the banner has been won by the Stockton Division and it now becomes the property of that division according to the rules of the contest.

Close rivalry has been shown by all divisions in the contest for the fuel oil banner. Portland Division, which had won first honors twice since the contest was announced January 1, 1921, was a close contender for the final award. "By winning the banner for two consecutive periods, the second and third quarters of 1922, Portland Division established a very enviable record and one which is likely to stand for a long time," says Mr. Clark.

The awarding committee, composed of J. H. Dyer, General Manager; Geo. McCormick, General Superintendent Motive Power; and Mr. Clark, are considering their selection of a suitable trophy to take the place of the banner awarded to Stockton Division.

Superintendent Gaylord, when advised of the success of his employees in winning the banner, said: "This will be very pleasing to the men who have worked so consistently to demonstrate that the final abiding place of the banner should be on the Stockton Division."

The Southern Pacific Company is the largest railroad in the United States using oil exclusively for fuel in its locomotives. Its annual consumption

PRIZE ORANGES SERVED ON DINING CARS OF S. P.

Forty boxes of Southern California oranges, which were awarded the Grand Orange Sweepstakes prize at the annual Orange Show in San Bernardino, held February 16 to 26, were purchased by the Southern Pacific for use on its diners, according to C. R. Walsh, Assistant Manager, in charge of the Los Angeles Commissary.

The oranges were Washington navel exhibited by the American Fruit Growers, Inc., of Riverside. Purchase of the prize winning fruit was made as part of the Southern Pacific's policy of serving the best foods obtainable to its patrons.

RECORD NUMBER EMPLOYED ON L. A. DIVISION

The Los Angeles Division of the Southern Pacific Company established a record for the number of employees on the payroll during the month of February, according to Superintendent W. H. Whalen.

The report showed that more than 6,500 men and women were employed in the shops, at the round house, as trainmen and in other offices of the division at Los Angeles.

tion of fuel oil for locomotives is approximately 13,000,000 barrels. This is in addition to the large amount of fuel oil used by the Company in operating river steamers, ferry boats, stationary and electrical plants.

SACRAMENTO "LIVE WIRES" HOLD DANCE PARTY

The "Southern Pacific Live Wires" is the name of a social club recently organized among employees in the Division Office at Sacramento.

The first party of the new club was held in Parish Hall on February 3rd, when the "live wires" and their friends enjoyed dancing to the music of Jack Ward's Marimba band, composed of office employees with C. B. ("Stormy") Braun as director. Three hours of jazzy music and the snappy "lemon dance" provided an evening of good fun.

The committee in charge of the affair went to particular pains in decorating the hall and providing punch. Credit for this work is due C. L. Taggart, J. Lothrop, Helen Taylor and Nell Walters.

The next social gathering of the "Live Wires" will take some other form than that of a dance. It is the intention to vary the character of the meetings so as to take advantage of pleasure opportunities found on Southern Pacific lines and an outing of some kind is now being planned by the entertainment committee.

AGENT TALKS TO STUDENTS ON TRANSPORTATION

Speaking on the subject of "Transportation as a Business," D. J. Fodrin, Southern Pacific Agent at Sparks, Nevada, recently addressed the students of the Sparks high school. The following comment on Mr. Fodrin's remarks is taken from the Sparks Tribune:

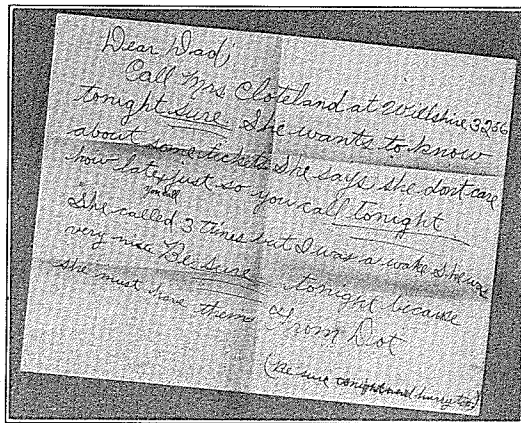
"Mr. Fodrin characterized the business of transportation or railroading, as an 'interesting game' that holds the attention of those who are engaged in any branch of the work. He called attention to the large number who leave railroading only to return on account of the interest in the work."

The great Republic that we have today, said Mr. Fodrin, is only possible on account of the network of rails that connect every corner of the nation. Russia, and China, with larger areas and more people and all the opportunities for production that we have are still far behind the United States on account of the fact that those countries have not been developed by the railroads.

"In speaking of the opportunities offered by the railroad world, he said that they were just as great today as they were in the past, and the real thing that will win for the employee is to see that he does his task a little better than his fellow employee, and a little better than was expected."

"He spoke of the fact that the railroads feel that they are merchandising, that they have something to sell and insist on their employees being real salesmen and treating the public with the proper courtesy."

Helps Her Dad to Sell Tickets



The above note written by "Dot," the ten year old daughter of A. G. Hammarstrom, Passenger Agent at Los Angeles, shows that the little girl is a wide-awake business getter for the Southern Pacific.

"DOT" HAMMARSTROM the 10-year-old daughter of A. G. Hammarstrom, Passenger Agent at Los Angeles, is interested in her dad's job.

One evening the parents of "Dot" attended a theater, leaving their daughter under the care of a neighbor. Soon after her father left home, the telephone rang and it promptly was answered by the wide-awake daughter.

Upon returning home, Hammarstrom found placed in a prominent position, where it was certain to be seen, the following note written in childish writing:

"Dear Dad:
"Call Mrs. Cloteland at Wilshire 3256 tonight sure. She wants to

know about some tickets. She says she don't care how late you call, just so you call tonight. She called three times, but I was awake. She was very nice. Be sure tonight, because she must have them."

"From Dot."

"Be sure tonight and hurry, too." Near the telephone the father found scribbled notes where the young solicitor for Southern Pacific business had jotted down the name and telephone number during her conversation over the telephone with the woman inquiring about the tickets.

Needless to say, Mrs. Cloteland obtained her tickets and traveled over the Southern Pacific.

FLOATING ROOFS ADD TO SAFETY OF OIL TANKS

Floating roofs are being used on fuel-oil tanks as the result of a safety first practice recently adopted.

In order to eliminate the hazard of explosions due to the expansion of gas, the mammoth 55,000 barrel capacity fuel oil tank at Los Angeles is being equipped with a floating roof. The roof is so constructed that it floats upon the top of the oil in such a way that gas cannot form between the oil and the tank roof.

In recent tests to prove that tanks equipped with the floating roofs were

absolutely fireproof, government officials built fires around miniature floating roof tanks filled with oil and gasoline. The temperature of the tanks was brought to such a high degree that the contents boiled without exploding or catching fire.

Original Kind of Touch

Young Wife: "John, is it true that money talks?"

Hub: "That's what they say, my dear."

Young Wife: "Well, I wish you'd leave a little here to talk to me during the day. I'm getting lonesome." —Boston Transcript.

Having read your Bulletin—Pass it along

Valentine Dance Enjoyed at S. F.



Southern Pacific Jazz Orchestra which recently furnished music for the "radio dance" given by the Good Service League and also for other events held by the employees' club. Left to right: Walter C. Fell, banjo; R. L. Stevenson, trombone; E. Fitzpatrick, piano; A. Horton, saxophone; O. T. Kellogg, drums; E. Thomas, cornet.

THE spirit of Valentine season, prevailed at the social evening and dance held by the Southern Pacific Good Service League in the Tea Room at the General Office in San Francisco on February 12. The hall was profusely decorated and a large crowd of employees and their friends enjoyed dancing to the music furnished by the Southern Pacific orchestra. Refreshments were served following the dancing.

Members of the entertainment committee responsible for the delightful party are: F. B. W. Johnston, chairman; Misses A. Gatto, E. G. Hammond, A. Lillis, M. Sheridan and Y. Wiese; and Messrs. S. Balzer, W. Fell, A. Greenbaum, L. Lewis, S. H. Lewis and G. F. Zurilgen.

Activities of this organization have gradually taken on larger proportions during the year of its existence and much has been accomplished in promoting closer fellowship among employees in the General Office.

The orchestra has made good progress under direction of Mr. Johnston and has furnished music for all the dances and social gatherings of the Club. For the Valentine dance the orchestra included: E. Fitzpatrick, piano; Walter Fell, banjo; Al Wilson, Mark Werne and Howard Myers, saxophones; R. L. Stevenson, trombone, and O. T. Kellogg, drums. In addition to the orchestra, a considerable amount of other musical talent

and specialty soloists have been discovered among the employees, whose numbers have added materially to the entertainment programs.

During the coming year it is planned to hold these meetings on even a larger scale. Greater activity will also be promoted in athletics and departmental teams in various sports will be organized.

The meeting to be held on March 14 will be devoted solely to a discussion of business matters pertaining to the welfare of the club and new officers will be elected for the ensuing year. Officers who have served during the past year are: T. Louis Chess, President; P. F. Dougherty, Vice President; and J. J. Morris, Secretary-Treasurer.

VACATION IN CUBA

Accompanied by his mother, A. M. Klinkhammer, Assistant Station Master at Los Angeles, made a vacation trip to Cuba during February. "Klink" was away from the station practically all of the month and he told friends that he and his mother had an enjoyable time in Havana.

Correct

Teacher—"Who can name one important thing we have now that we did not have one hundred years ago?" Tommy—"Me."—Los Angeles Times.

WONG NO SABB WHA FO PAY HIGHER FOR THE LOWER

The following from Roy H. Davis, Southern Pacific Agent at Watsonville, involving him in a bit of humorous fiction, recently appeared in one of the Watsonville papers:

"Let me have bed for sleep on thain, me likee go Los Angeles," said Jim Wong, a well known character in local Chinatown, approaching Roy Davis, local S. P. agent.

"For a single passenger?" asked Davis, smilingly.

"No, no," replied Wong. "Me melaid, but I no takem nobody. I think so one shelf awulite."

"Upper or lower?" asked Davis. "Whattum difference?" inquired Wong. "A difference of about \$1.00," answered Davis.

Jim Wong paused, as he fumbled his money, and Davis explained:

"You understand the lower is higher than the upper. The higher price is for the lower berth. If you want it lower you will have to go higher. We sell the upper lower than the lower. In other words, the higher the lower."

"Wha fo everybody I kেম sleepum lower shelf?" asked Wong.

"On account of its convenience," explained Davis. "Most people don't like the upper, although it is lower, on account of it being higher and because when you occupy an upper, you have to get up to your bed and then get down when you get up. You can have the lower if you pay higher, but if you are willing to go higher it will be lower."

For a time it seemed as though it would be necessary to call an ambulance and send the bewildered Wong to his home, but after a few moments he rallied and came back at Davis.

"You gottem phone? I likee talkie Pierry Buckley. (Buckley is one of the large ample shippers at Watsonville.) You catchem, he sabbe me talk."

Davis got Buckley on the phone and explained the matter to him, then Wong took the receiver in hand and after an excited conversation, hung up and turned to Davis.

"I think so you, Pierry, clazy, I go to my house, get pot tea, one pillow, I come back catchem ticket. I think so me go Los Angeles, all a same smoke car. Me no katchem sleep shelf, goo-byee."

NEW FUEL COMMITTEEMEN, PORTLAND DIVISION

Superintendent King, Portland Division, announces appointment of the following employees to serve on fuel oil committees for the first half year of 1923:

H. E. Allison, Conductor; G. W. McMahon, Brakeman; L. T. Howard, R. D. Wright, and L. J. Mecum, Engineers; D. L. Downing, H. D. Benham, and R. F. McGee, Firemen.

RAILROADS FIND SHIPPERS THEIR BEST FRIENDS

Frank but friendly discussion between the railroads and fruit and vegetable shippers has brought gratifying results in the settlement of mutual differences and problems. Wm. C. Fitch, Freight Claim Agent for the Southern Pacific told the members of the American Fruit and Vegetable Shippers' Association at their convention recently held in Chicago. Fitch is chairman of the Freight Claim Division of the American Railway Association.

"Speaking for the railroads," said Mr. Fitch, "I may say to you that they are coming to realize more and more, in these days of restriction and limitation and interference with the activities and prosperity of the transportation lines and of threatened unsettling of traffic conditions, that the best friends they have are the shippers and receivers of freight."

"You have not hesitated to call our attention to your needs and to ask for our co-operation to the end that your business may be profitable to those who are engaged in it. We have not hesitated to ask for your assistance in connection with those matters that we believe material to our own interests—and the result has been gratifying."

Mr. Fitch said that the fruit and vegetable shippers were engaged in a difficult and precarious business and that in the operation of their business they have to take risks since the commodities handled are "perishables," and that the margin of profit is small.

"And yet," said Mr. Fitch "you have built up a business that does return a reasonable profit to you and has added to the enjoyment and the prosperity of the nation."

"You gather the products of the Pacific Coast, the Pacific Northwest, of the Southwest, and of Florida and the Northeast, and pay for their transportation across the continent to the great markets of the country—and you should receive your reward."

"But you have not done this alone—without the real co-operation of the railroads, the orchards and the fields in the remote districts of our country would still be undeveloped and the business in which you are engaged would be as nothing. The railroads have fostered your industry, given you expedited schedules, provided wonderful refrigeration service for the preservation of the commodities that you handle, and have made every effort that is humanly possible to add to your success."

"Despite the percentage of mis-handling that is represented by the claims you present, or at least by the claims that you pay, the record of performances on your business from year to year indicates unquestionably that it is on the whole remarkably well done."

"Insofar as carriers can control con-

Enginemen Awarded Gold Badges

SUPERINTENDENTS of the ten divisions of the Pacific System have just announced the names of the engineers and firemen who have won gold cap badges for their efforts in conserving fuel oil for the fourth quarter of 1922.

The race for this honor for the last three months of the year was a spirited one. Many of the enginemen have previously been awarded badges and are now entitled to have a gold star annexed. In this award appears the name of one engineer with four stars and two engineers with three stars. A considerable number of the enginemen have two stars on their badges:

WESTERN DIVISION			
Engineers	Address	Firemen	Address
J. R. Falvey*	Oakland	L. M. Allen	Oakland
E. S. Lincoln	Oakland	T. W. Iverson	Oakland
C. R. Kimie**	Oakland	T. W. Laurent	Oakland
R. E. Harry	Oakland	L. F. Rappold	Oakland
SACRAMENTO DIVISION			
C. W. Smethurst	Roseville	I. A. Lung	Roseville
I. E. Van Alstine	Roseville	T. T. Wood	Roseville
W. W. Tassie	Sacramento	C. M. Joslyn	Sacramento
SALT LAKE DIVISION			
R. R. Purdy	Imlay	C. D. Hewitt	Imlay
H. A. Kimmel**	Imlay	E. A. Zari	Imlay
C. J. Wolfe	Sparks	F. E. Perkins	Sparks
C. F. Hecker	Sparks	G. H. Lohman*	Sparks
G. L. Warc*	Montello	V. L. Jones	Montello
F. Fagan	Montello	H. N. Sorensen	Ogden
J. Tomasek*	Ogden		
SHASTA DIVISION			
F. W. Halsey**	Dunsmuir	F. M. Svec	Dunsmuir
C. R. D. Jones	Dunsmuir	G. A. McCune	Dunsmuir
W. R. Reid	Dunsmuir	J. E. Peterson	Dunsmuir
D. G. Morgan	Dunsmuir		
PORTLAND DIVISION			
D. J. Gawler**	Roseburg	C. L. Hayes	Roseburg
W. P. Pfaff	Roseburg	D. W. James	Roseburg
W. A. Anderson	Portland	W. H. McGregor	Portland
A. M. Chamberlain	Brooklyn	K. Stein	Brooklyn
COAST DIVISION			
A. R. Bullard**	San Francisco	W. S. Purcell	San Luis Obispo
O. Swanson	San Luis Obispo	J. Lusareta	San Luis Obispo
E. Lewis	San Francisco	J. W. Hoskins	San Luis Obispo
F. E. Reynolds****	San Francisco	J. E. Monroe	San Francisco
STOCKTON DIVISION			
D. C. Bailey*	Tracy	A. F. Legner	Tracy
C. F. Gibson	Tracy	O. Dowd	Tracy
C. E. Hudson*	Tracy	B. D. Hansen	Tracy
M. A. Watson	Tracy	C. Krekeler	Tracy
SAN JOAQUIN DIVISION			
W. H. Leech**	Bakersfield	M. J. Stinson*	Bakersfield
W. Lewis	Bakersfield	H. H. Smith	Bakersfield
C. D. Bigelow**	Fresno	C. S. Graham	Fresno
A. H. Meigs*	Fresno	A. H. Phillips*	Fresno
LOS ANGELES DIVISION			
J. J. Hoy*	Los Angeles	A. C. Hill	Los Angeles
F. H. Whyers	Los Angeles	A. C. Young	Los Angeles
G. F. Manthel*	Los Angeles	G. E. Henry	Los Angeles
C. E. Diamond	Los Angeles	J. T. Critch	Los Angeles
TUCSON DIVISION			
T. Davenport**	Tucson	P. E. Stickler**	Tucson
E. M. Neely	Tucson	A. I. Simmons	Tucson
F. R. Windram	Tucson	F. R. Windram	Tucson
D. Ryan	Tucson	S. O. Miller	Tucson

ditions the conditions are contolled to your advantage, and in those instances where the carriers function improperly they relieve you of the losses that result. To a greater extent than in most other lines yours is speculative business, and yet in some respects the hazards of speculation are not so great because you have learned to look upon the carriers in the light of guarantors."

Sweet Young Thing (looking for market reports her glance has happened on): "Dad, did par go up any on the Exchange today?"—Life.

Having read your Bulletin—Pass it along

Bit of Dry Humor

C. W. Black, superintendent of the Postal Telegraph Company at Denver relays the following example of dry humor:

"In getting off the train at Albuquerque one evening, our porter had just placed his stool for the passengers to alight, when a young negro walked across the platform, said 'Hello,' and immediately asked the porter for a quarter. To which our porter replied: 'You know, Jim, dat I don't care nuthin nowh bout money, but if I give you a quarter, you know you'll jes go lavsh it.'—Pullman News.

'On Time' And Everyone Happy

Passengers on Golden State Limited Praise The Efficient and Prompt Service of S. P.

INCIDENTS that occurred on the Golden State Limited recently as the overland train, filled with tourists and home seekers from the East, was approaching Los Angeles on the final stretch of its trip from Chicago, should prove of helpful interest to every employee of the Southern Pacific Company.

The conversations and comments of the passengers, made within hearing of a representative of the Bulletin who was not riding the train in any effort to solicit words of commendation from the travelers, was conclusive proof that Southern Pacific service, and all that service implies, is worth the efforts of all of us.

It seemed that each passenger on the train was glad that he or she had chosen the Southern Pacific route to California. And those passengers wanted everyone within hearing to know they appreciated the service rendered them.

"Isn't this a wonderful railroad?" This exclamation came from a business man of a middle western state to two fellow passengers who were on the Golden State Limited as it halted at Colton, shortly before Los Angeles was reached.

As the train had stopped at the station, the voice of the business man, which expressed a feeling of deep conviction, was carried to every ear in the car.

"It certainly is," came the prompt response from one of the fellow travelers.

Continuing, the first speaker then said:

On Time to the Minute

"This train, despite its long trip from Chicago, is reaching its destination on time to the minute. It does not seem possible, to me. I have been traveling almost continually through eastern states for the last 18 months and I want to tell you I have seen nothing like this before."

The three men, unconscious of the fact that the verbal outburst of "Isn't this a wonderful railroad?" had drawn the close attention of a representative of the Bulletin, then began to exchange remarks concerning their experiences in traveling in various sections of the country. They gave spontaneous praise to the great transportation system that enabled them to be riding across the continent in comfort and on schedule time.

A short time before this, as the Golden State was climbing the grade of San Geronimo Pass, the writer was talking to two elderly women from the Middle West, who were riding in another car.

One was Mrs. J. E. Finks of St.

dalia, Missouri, a widow, who was en route to Los Angeles to make her home with a son. Her father, Joe P. Gray, was a prominent pioneer of Missouri. The other was Mrs. L. A. Rice of Clear Lake, a resort near Mason City, Iowa, who was making the trip west to visit her brother and his son.

Trainmen All Pleasant

After chatting for a few moments, Mrs. Finks said:

"I would like, in some manner, to express my warm appreciation to the many men of both the Southern Pacific and the Rock Island who have done so much to make our journey on this train so pleasant."

"And it has been a most wonderful trip. I have enjoyed every hour on the train and I want to express my appreciation to those who are responsible."

Mrs. Rice promptly "seconded" the statement of Mrs. Finks, declaring that she, too, had enjoyed the overland journey and that she had noticed that all of the trainmen and other employees of the railroad did their utmost to make the trip enjoyable to passengers.

And so it went all through the train. One could not but notice that, without exception, the passengers were in a happy mood, with no trace of weariness despite the fact that practically all of them had been riding for two or three days.

Conversations with passengers revealed that a large percentage of the

Boost for Safety

IF hind-sight were but foresight,

Most people would be wise; If careless men were careful men, Some men would still have eyes. If wooden legs were real again No draw bars would they kick, For all the sad and wiser men Would never try that trick.

As Safety men we cannot bring The careless men to life, Nor take away the poignant sting And cheer the grieving wife, But duty calls and we must heed And help our fellow man, And careful men are what we need

To boost the Safety plan.
—Selected.

travelers were coming west to investigate for themselves the many things they had been told of California, Arizona, Oregon and other Pacific Coast states.

Many Home-seekers

For instance, C. I. Cole, a young mechanic, was traveling with his wife and little daughter. They had left their home in St. Louis to make a new start in California. Bakersfield was their destination.

Across the aisle from the Cole family was a widow from El Paso, en route to Los Angeles to visit relatives and friends. It was her first trip to the coast in six years and she was uncertain whether she would make her home here or return east.

Another woman was from St. Louis who was en route to Los Angeles to visit her daughter. She thought she might remain a few months—or perhaps the visit might lengthen into one of permanency.

The next car of the Golden State was filled almost entirely with people from Iowa, Kansas and other middle western states who were traveling to Pacific Coast cities in search of new homes or to visit relatives.

As the train approached Indio the thoughts of W. A. King of Minneapolis apparently were centered upon the streams of his home state.

"I want to live out here, but I would miss the good fishing I enjoyed so much at home," he declared at one point in the conversation. A visit to the pier at one of the coast beach resorts or to the trout streams of California or Oregon may yet win Mr. King to this country from Minneapolis.

Mr. and Mrs. King made their first trip west six years ago to attend the wedding of a son in Los Angeles. Now there are grandchildren to become acquainted with, the Minneapolis man rather proudly remarked.

G. L. Dodds was from Winnipeg, Canada, and might be classed as an agricultural scientist. He came to the coast to study farming conditions and carried in his grip several potatoes grown from seed to be presented to Luther Burbank at Santa Rosa for scientific purposes.

Mr. Dodds said he planned to study methods used on the vast Irvine ranch in Orange county, California, for a time. He then expected to visit San Francisco for a conference with Prof. Hardy W. Campbell, Farm Adviser of the Southern Pacific, and then to seek the aid of Luther Burbank in perfecting his new Canadian potatoes.

Mr. and Mrs. H. E. Denhart, of White, South Dakota, were on their first trip to the coast. They attended a family reunion at the ranch of John Denhart near Redlands before continuing their San Francisco, Portland and other cities.

The talks with other passengers brought to light similar stories of visits to western cities, chiefly with the view of preparing for new homes in this country.

OVER ONE-THIRD OF WORLD'S RAILROADS ARE IN U. S.

Striking comparison of the railroad mileage of the United States and other countries of the world is furnished by "Railroad Data" of recent date.

The world's mileage in 1920 was 748,005 miles. This is distributed among the continents as follows:

	Mileage of Total	Per Cent
The Americas (North and South)	380,194	50.8
Europe	237,888	31.8
Asia	74,115	9.9
Africa	32,239	4.3
Australia	23,569	3.2
Totals	748,005	100.0

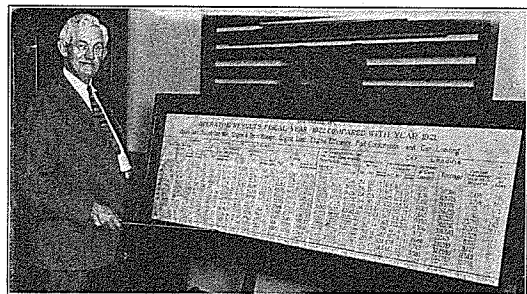
North and South America combined contain over one-half of the railway mileage of the world. America and Europe combined contain over four-fifths, while the great areas of Asia, Africa and Australia combined represent the remainder of less than one-fifth.

The railway mileage of the United States of America is reported as 264,373 miles. This is approximately 70 per cent of the total mileage of the Americas and 35 per cent of the mileage of the world. It exceeds the total mileage of Europe by 11 per cent and that of Asia, Africa and Australia combined by more than 100 per cent.

The railway mileage of the United States is five times as great as the mileage of Russia, which contains the next largest system of railways. Our mileage is nearly seven times that of Canada, more than seven times that of Germany or France, nearly eleven times that of the United Kingdom and twenty-one times that of Italy.

"No boy ever became great as a man who did not in his youth learn to save money."—John Wanamaker.

SETS HIGH EFFICIENCY MARK



Superintendent Whalen is justly proud of the above chart which records efficiency of his division during the past year.

LOCOMOTIVES on the Los Angeles Division were 96 per cent efficient in operations for the year 1922, according to a report of Superintendent W. H. Whalen. In other words, they carried 96 per cent of their capacity in tonnage in the direction of the volume of business during that period.

This was a gain of 1 per cent over the record of 95 per cent in operating efficiency for the division for the year 1921.

The increase in efficiency, in turn, coupled with efforts in other directions, resulted in a savings of fuel oil consumed of 964,866 gallons for the year 1922.

Superintendent Whalen also kept a

close check during the year on car loading and his report shows that the Division was able to bring about a savings of 7729 cars, as compared with the year 1921.

By this is meant that had cars been loaded no heavier than in 1921, it would have required 7729 more cars to handle the same amount of business.

The importance of heavier car loading should, therefore, be apparent to both employees and shippers, Mr. Whalen points out.

In order to gain closer co-operation among the employees of the Los Angeles Division, Superintendent Whalen has prepared a set of charts which plainly detail the progress in efficiency as made from month to month by the Division.

The charts are corrected each month in order that the men in direct charge of train movements may keep in constant touch with their own efficiency performance.

The chart system of Superintendent Whalen is now being used on a number of divisions of the Pacific System to gain closer co-operation among employees for increasing efficiency.

From 1000 used batteries there is salvaged by the Southern Pacific Store Department, 20 lbs. scrap brass, 226 lbs. zinc and 140 lbs. sealing wax. Total value of the salvage is \$64.90. Cost to dismantle and recondition the scrap is \$11.00, a saving of \$53.90 for each 1000 dry cells dismantled.

This Mortal Coil

"How are you feeling, Sam?"
"Ain't no 'count much boss. Ain't fit for nothin' nomoh. Don't think I'd miss mahself, ef'n I drapped dead."—Exchange.

Banners Awarded for Safety Work

BANNERS have been awarded to the Los Angeles General Shops and Stores, the Sacramento Division and the East Bay Electric Division Safety Committees for showing the best records in accident prevention during the year 1922.

Full particulars are given in the following figures, awards being based on the least number of reportable casualties to employees per 1,000,000 combined man-hours, locomotive, motor and steamer miles:

Name	Number of Casualties	DIVISIONS		Rank
		Man-Hours & Loco, Motor and Steamer Miles	Casualties per M-T	
East Bay Elec.	22	3,867,697	5.69	1
Sacramento	101	13,554,629	7.56	2
San Joaquin	79	9,123,676	6.59	3
Steamer	27	3,089,538	8.76	4
Portland	169	17,495,893	8.14	5
Salt Lake	201	15,576,690	12.90	6
Stockton	81	6,258,964	12.94	7
Contra	223	16,863,312	13.21	8
Western	180	13,179,488	15.66	9
Shasta	99	7,129,223	13.87	10
Tucson	168	10,452,387	16.26	11
Los Angeles	365	15,275,252	23.89	12
Name	Number of Casualties	GENERAL SHOPS		Rank
		Man-Hours	Casualties per Mil'n	
Los Angeles	106	4,106,183	25.81	1
Sacramento	167	5,904,810	28.27	2

LET'S
GO!

S. P.
LINES

Do Not Waste Transportation

TO stimulate efficiency in use of freight cars and thus increase the supply of cars available to shippers, the Southern Pacific is co-operating with the Car Service Division of the American Railway Association in providing shippers with suggestions as to loading, ordering and unloading cars. "Do Not Waste Transportation" is the effective head on one of the circulars distributed.

Shippers and receivers of freight are urged to load cars to full carrying capacity, to specify "carloads" when buying other than less car load shipments instead of fixing quantities as governed by tariff minimums and set trade practices, and to unload cars promptly.

In loading cars, shippers are asked to load the day cars are placed and to load to cubical or 10 per cent above marked capacity.

In ordering cars, shippers are requested to state size desired, quantities to be loaded, destination and route.

By unloading cars the day received, equipment is released and demurrage charges are avoided. Agents or yardmasters should be notified immediately when unloading is completed.

To prevent delay, bills of lading should contain complete and definite information concerning the shipments. So far as possible unnecessary trade practices, such as permitting inspection on delivery, constant use of order, notify or bank draft consignments, and unnecessary reconsignments, should be avoided. Foreign cars should be sent to or in the direction of the owning line, while cars owned by the line serving the shipper should be used, as far as possible, in filling orders for delivery to points on that railroad.

S. P.
LINES

LET'S
GO!